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Peiping-Liaoning Railway Branch Lines Fengtai - Lukouchiao Tung Pien Men - Tung Chow Imperial Granary Koupangtzu - Yingkou Hanku - river wharf Tangho - Chinwangtao Lien Shan - Hulutao Tientsin Central - Hsi Ku Huangkutun - Shenyang Peitaiho Beach Line	Pei-Ning Rly. PNR	same railway as above (renamed) <i>Fengtai - Lugouqiao</i> <i>Dongbianmen - Tongzhou</i> <i>Dongbianmen - Granary</i> <i>Goubangzi - Yingkou</i> <i>Hangu - river wharf</i> <i>Tanghe - Qinhuangdao</i> <i>Lianshan - Huludao</i> <i>Tianjin - Xigu</i> <i>Huanggutun - Shenyang</i> <i>Beidaihe Haitan</i>	"北宁铁路" 北平 - 辽宁 支线 丰台 - 芦沟桥 东便门 - 通州 东便门 - 粮仓 沟帮子 - 营口 汉沽 - 至河岸码头 汤河 - 秦皇岛 连山 - 葫芦岛 天津总站 - 西沽 皇姑屯 - 沈阳 北戴河海滩支线		renamed 1928	the Chinese Govt (PMR) in 1907 and upgraded to standard gauge, thus completing the PMR. In 1928 the Chinese Nationalist Govt re-unified control of the country and set up a new capital at Nanking (Nanjing). "Peking" was renamed Peiping (北平 Beiping) and a new province of Liaoning was created in the N.E. in what was Fengtien (Fengtian) region. The PMR line was then redesignated as the Pei-Ning Line (PNR) Branch Line Notes The Lugouqiao branch was built to provide access for constructing the Lu-Han Rly. The Tongzhou line was built by the British military railway administration to facilitate grain shipments from the Grand Canal & thence to the Imperial Granary sidings. The status of the original IRNC main line to Yingkou was changed to branch line when the main line was later completed to Shenyang. Hangu branch was to provide access to the CEMCo.'s wharf and stores. The Qinhuangdao branch accessed the important ice free shipping wharf for the export of coal. Huludao was also intended to provide a port for coal mines being developed near Jinzhou. Xigu was a branch line in Tianjin to river wharves. Huanggutun - Shenyang branch was added to provide a direct connection with the SMR's main station in a new developed part of the city. The Beidaihe Beach branch, opened in 1915, operated only during summer months for the beach resort. (Further reading BOOKS : B126)
Decauville Rly Trial Tientsin	"Tientsin Railway Trial"	A temporary oval track of about 1 km within the grounds of Viceroy Li Hung Chang GCVO (Li Hongzhang) at Tientsin (<i>Tianjin</i>).	"天津铁路"	600mm (Decauville system of portable track) {Fr.}	1886 (August) for several weeks only	Brought to China and erected by railway entrepreneur M. Galy (Fr.) with a view to selling Decauville narrow gauge railway equipment. The station was located near the house of Li Hung Chang's (李鴻章) English interpreter Tseng Laisun (曾蘭生) Zeng Lansheng. The railway was "inaugurated" with an official visit by Li Hung Chang in Aug. 1886. (Further reading: RESEARCH NOTES : R14)
Formosan Railway 	Trans-Formosan Rly. [Taiwan] a.k.a. : Taiwan Railways a.k.a. Imperial Taiwan Government	Kelung (<i>Keelung</i>) - Tawatutia (<i>Dadaocheng</i>) - Taipeh (<i>Taipei</i>) - Hsinchu extensions: a) Takao (<i>Kaohsiung</i>) - Tainan - Hsinchu b) "Yilan Line" : Patu (Badu)	基隆市 - 大稻埕 - 台北 - 新竹 extensions: a) 高雄 - 台南 - 新竹 b) 八堵 [基隆市] - 宜兰 - 罗东 c) "花东线" : 花蓮 - 台东	3ft. 6in. 1067 mm c) 2ft. 6in. 762 mm Upgraded to 3ft 6in in 1982 Branch Lines :	1887 - 1893 extensions: a) 1899 - 1908 b) 1919 c) 1909 -1926 in stages d) 1920 -1922	The first stretch of railway on Taiwan was built by a succession of British engineers under the auspices of Taiwan Governor Liu Ming Chuen (刘铭传 <i>Liu Mingchuan</i>). In 1878 Li's predecessor had shipped the railway equipment from the uprooted Shanghai Wusong Rly. to Tainan in Taiwan intending to make use of it for defence purposes. Some historical sources suggest that this equipment and rolling

	Railway (during Japanese era)	[Keelung] - I-Lan (Yilan) - Lotung (Luodong) c) "Hua-Tung Line" : Hualien - Tatung d) Coast Line : Jhunan (Zhunan) -Yunli - Chuifen (Zhuifen) Branch Lines: i) "Alishan Forestry Rly." : Chiayi (Jiayi) - Alishan ii) Pinsi (Pingxi) Line : Santiaoling (Sandiaoling) - Pinxi iii) Sugar Railways : Numerous (3,000 km at the peak)	"海岸線" : 竹南 - 苑裡 - 追分 支线: i) "阿里山森林铁路" : 嘉义 - 阿里山 ii) 平溪 : 三貂岭 - 平溪 iii) 糖业铁路 : 很多支线 (3,000 km)	2ft. 6in. 762 mm {Br.}, {Jp.}, {US}, {Be.}	Branch lines : i) 1912 -1914 ii) 1921 iii) 1909 -1945 IMF-5 : 1892 "Engineering" about British engineers	stock was used for building Taiwan's sugar lines but other sources suggest the locomotives were sent back to Shanghai for restoration & modifications and then used for Chinese military lines in Lushun (旅顺). After Liu's resignation in 1891 the railway , which had imported new British locomotives & equipment) fell into a state of disrepair because of funding difficulties and political squabbling. The British engineers resigned in disgust. In 1895 Japan annexed Taiwan after defeating the Chinese in the Sino-Japanese War (1894-1895). Upon occupation of the island the Japanese began improving the railway and building more lines. This included thousands of kms of sugar plantation railways.
Peking Palace Railway	Tower of Violet Light Rly. a.k.a. West Palace Rly. MAP 4	From Oceans Park (Yingxiuyu an) to Peaceful Heart Pavilions (Jingqingzi) Total length about 2 to 3 kms.	"紫光阁铁路" a.k.a. "西苑铁路" 瀛秀园 - 静清斋	600mm (Deceauville system of portable track) {Fr.}	1888 French supplied the rolling stock INF-6-Palace Rly-Carriages	Emperor's private railway within the grounds of the West Park Imperial Gardens along the bank of the lakes ("seas") west of the Forbidden City. Reports from foreign residents suggested the Empress Dowager insisted that the coaches were pulled along by Eunuchs because she did not like the sound of the engine's whistle.
Tayeh Iron Mines Railway	Tayeh-Hwangshihkang Rly. MAP 5	Huangshi - Tieshanpu (Tieshanbu) 26 km inland from the Yangtze River, south of Wuhan. A rail terminus was built 7 miles down river from Huangshi at Shihyuihao (Shihuiyao)	"大冶铁矿" 黄石 - 铁山堡 - 石灰窑	probably 600mm Deceauville system . (some U.S. reports say 2ft but probably mistaken (the measurement is close) . The track was upgraded to standard gauge in about 1915	1892-1893 {Ge.} INF-7-Tayeh Iron-Mines	Chang Chih Tung (Zhang Zhidong 張之洞) the Viceroy of Hunan and Hubei founded the Hanyang (汉阳) iron and steel plant at Hankow, the Tayeh (Daye大冶) iron mines and Pinghsiang (Pingxiang 萍乡) coal mines . The Tayeh mine had been surveyed by three Scottish engineers and was reportedly financed by Chang Chih Tung personally. Newspapers reported the railway was built by German engineers with equipment from Bochum, a German city known for its production of light railway equipment and mining supplies.
Chinese Eastern Railway MAP 6 Branch Lines a) Southern branch line b) Yingkow spur line c) Taoli wharf line	Китайская Восточная - Железной Дороги (Ru.)	Manchouli (Manzhouli) - Harbin a.k.a. Kharbin (Ha'erbin) - Pogranichnaia a.k.a. Suifenhao (Suifenhe) Маньчжурія-Погранчній (Russian) . a) Ha'erbin to Port Arthur (Lushun) b) Dashiqiqiao - Yingkou c) Ha'erbin - Daoli	"东清铁路" 满洲里- 哈尔滨 - 绥芬河 支线 a) 哈尔滨 - 旅顺 b) 大石桥 - 营口 c) 哈尔滨 - 道里码头	5ft. 1524mm. (Russian broadgauge)	1897-1903 {Ru.}, {Br}, {US}, {Ge.}, {Be.} {Fr.}	In 1896 Russia secured a "Concession" agreement from the Chinese Govt to build the eastern section of their Trans-Siberian railway across Chinese territory connecting with their eastern maritime state's Ussuri Railway (serving Vladivostok) . Control of the CER Company rested with a board of Russian members. The nominal president of the railway was Chinese statesman Hsu Ching Cheng (Xu Jingcheng 許景澄). The first chief engineer in charge of construction was A. I. Yugovitch (Ru). Many of the branch lines were logging railways, some of metre gauge and others of

d) Paku wharf line e) Argun branch f) Hwolong branch g) Kaidao branch h) Ya-Lin line i) Chailainor coal mine j) Yakoshi to Argun River wharf k) Horgo (<i>Huakou?</i>) branch l) Irekte ("Cha-Mien" Rly Co.) m) Buhedu lumber line n) Metaitzu - Sungpu o) Imianpo lumber line p) lumber line q) Veishahe branch i r) Veishahe branch ii s) Yablonia branch t) Shitouhedsi branch lines u) Lidaohedsi shunting station v) Handaohedsi branch lines w) Hailin branch x) Mudandsian branch lines y) Sochinzi shunting station		d) <i>Ha'erbin - Baqu</i> e) <i>unidentified</i> f) <i>Hailin - Huolonggou</i> g) <i>Yabuli - Hendaohenzi</i> h) <i>Yabuli - Longzhuahe</i> i) <i>Zhalainuoer</i> coal mine j) <i>Yakeshi > Hailar'er</i> River k) <i>unidentified</i> l) <i>Yiliegede > Xing'anlingshan</i> m) <i>Boketu - Shimenzi</i> n) <i>Miaotaizi - Songpu</i> o) <i>Yimianpo - Wanyanglazi</i> p) <i>Jiuchangpao-Dawangjia</i> q) <i>Weihe - Bali</i> r) <i>Weihe - Daqingshan</i> s) <i>unidentified</i> t) <i>Lengshan - Laotudingzi</i> u) <i>Zhisan</i> shunting line v) <i>Hengdaohenzi</i> (multiple) w) <i>Hailin</i> x) <i>Mudanjiang</i> (multiple) y) <i>Suifenhe</i> (multiple)	d) 哈尔滨 - 八区码头 e) ? f) 海林 - 火龙沟 g) 亚布力-开道-横道河子 h) 亚布力 - 龙爪河 i) 扎赉诺尔煤矿 j) 牙克石 > 海拉尔河 k) ? l) 伊列克得 > 兴安岭山 m) 博克图 - 石门字 n) 庙台子 - 松浦 o) 一面坡 - 湾羊碾子 p) 大王家 - 九江泡 q) 苇河 - 八里 r) 苇河 - 大青青 s) ? t) 老土顶子 u) 治山 v) 横道河子 w) 海林 x) 牡丹江 y) 绥芬河	INF-8 -Descr. of U.S. exports to the C.E.R.		unspecified narrow gauges. Following the Russo-Japanese War (1904-1905), the Japanese won control of the Southern Branch line south from Changchun and this line formed the newly created South Manchuria Railway.
Lu-Han Railway (later changed to :-) Peking-Hankow Rly. . MAP 7 Branch Lines Liangsiang - Toli Liuliho - Choukowitz Kaopeitien - Siling Kaoyihshan - Lincheng (mine) Paotingfu - Paotingnankuan Fengtai - Lukouchiao (taken over from IRNC)	Kinghan (<i>Jinghan</i>) a.k.a. Pehan (<i>Beihaan</i>) .	Lukouchiao (<i>Lugouqiao</i>) - Hankow (<i>Hankou</i>) & later Peking (<i>Beijing</i>)-Hankow (<i>Hankou</i> is part of <i>Wuhan</i>) . <i>Liangxiang - Tuoli</i> <i>Liulihe- Zhoukoudian</i> <i>Gaobeidian - Xiling</i> <i>Gaoyixian - Lincheng</i> <i>Baodingfu - Nanguan</i> <i>Fengtai - Lugouqiao</i>	"芦汉铁路" 芦沟桥 - 汉口 "北汉 / 京汉铁路" 北京 - 汉口 支线 良乡 - 驼里 琉璃河 - 周口店 高碑店 - 西陵 高邑县 - 临城 保定府 - 保定南关 丰台 - 芦沟桥	standard 1435mm {Fr.}, {Be.}, {Ge.}, {US.}, {Cz.} INF-9- Construction of the first section of the Lu-Han Rly. by British Engineers. (I.C.E. Proceedings)	1897-1905	In 1897 the construction of the Peking-Hankow Rly. was commenced from Lukouchiao (<i>Lukouqiao</i>) south-west of Peking. This railway was not yet permitted to enter Peking city proper, hence it was initially known as the Luhan Rly. The first section to Paotingfu (保定 <i>Baoding</i>) was built by British engineers borrowed from IRNC under Kinder and his subordinate T. J. Bourne. The Chinese Director-General of this railway Sheng Hsuan Huai (盛宣怀 <i>Sheng Xuanhuai</i>) in 1899 suddenly pulled the project from the British engineers and awarded a concession to complete the remainder of the line under a Belgian concession headed by Engineer-in-Chief Jean Jadot (Belg.) In 1901 during the foreign invasion , the line was extended into Peking city proper by the Belgians the same time as the IRNC extension into the city.
Shanghai - Woosung Railway	Sung-Wu Rly	Shanghai - Woosung (<i>Wusong</i>)	"淞沪铁路" 上海 - 吴淞	standard 1435mm	1898 {US}, {Br.}	This line was relaid over much of the dismantled narrow gauge Woosung Rly of 1876-1877 INF-10 Gen.descr.: Railway Magazine 1900

Chuchow-Pinghsiang Rly.	Pinghsiang Rly. a.k.a. Chu-Ping Rly.	Pinghsiang (<i>Pingxiang</i>) - Chuchow (<i>Zhuzhou</i>)	"株萍铁路" 株洲 - 萍乡	standard 1435mm {US.}, {Ge.} INF-11-Gen. descr. 'The Far Eastern Review'	1899-1902	Engineers Capt. W.W. Rich & McCalla (probably U.S.). Later staffed by German engineers under Gustavus Leinung . Coal mine railway built intending to serve the iron and steel plant at Hankow (see Tayeh Rly. above). Later became a branch of the Canton-Hankow Rly. The coal was processed into coke before shipping.
Kiaochoh-Tsinan Rly Branch Lines Changtien - Poshan Tzuchuan - Tzuchuan Colliery Chinlingchen - Tiehshan	Shantung Ryl. a.k.a. Kiao-Tsi (<i>Jiao-Ji</i>) Rly.	Tsingtao (<i>Qingdao</i>) - Tsinanfu (<i>Jinan</i>) <i>Zhangdian - Boshan</i> <i>Zichuan</i> colliery <i>Jinlingzhen - Tieshan (iron ore)</i>	"胶济铁路" 青岛 - 济南 支线 张店 - 博山 淄川煤矿 金岭镇 - 铁山	standard 1435mm {Ge.}, {US.}, {Ch./Q}, {Jp.}, {Ch./D}, {Br.}	1899-1904	Chf. Engineer: P. Hildebrand (Ge.) Built as a foreign concession following Germany's lease of Kiaochoh (<i>Jiaozhou</i>) Bay [胶州湾] in 1898
Tao-Ching Rly. Branch Line Taokow - Sanliwan	Taokow-Chinghua Rly. Later known as Honan line	Taokou (<i>Daokou</i>) -Tzechou (<i>Zezhou</i>) serving Chinghua (<i>Qinghua</i>)	"道清铁路" 道口- 泽州 (清化) 支线 道口 - 三里湾	standard 1435mm {Br.}, {US.} INF-12-"The Far Eastern Review"	1900 (interrupted) Contruction resumed 1902-1904	First Chf. Engr. was R.I. Money, but later completed by T. J. Bourne (Br.) Coal rly. line built to serve a mining concession granted (1898) to an Italian-British joint venture called the Pekin Syndicate. This covered mining of mineral wealth in parts of Shansi (山西) & Honan (河南) but did not specifically permit a railway line.
Canton-Samshui Line	Yueh-Han Rly - (Canton-Samshui Branch) a.k.a. Kuang-San Rly.	Shek Wai Tong (<i>Shiwetang</i>) terminus at Canton (<i>Guangzhou</i>) - Fatshan (<i>Foshan</i>) - Sam Shui (<i>Sanshui</i>)	"广三铁路" "粤汉铁路 (广三线)" 石围塘 (广州) - 佛山 - 三水	standard 1435mm {US.} INF-13-Ex-Manhattan Rly . locos	1902-1904	Surveyed by W. B. Parsons (Am.) in 1898 for the American Development Co., construction of this short "branch line" of the Yueh-Han Railway did not begin until 1902, under Chf. Engineer C. W. Mead (Am.) The American group's financing of the entire Yueh-Han Rly from Canton to Hankow (Guangzhou-Hankou) soon after failed and it required over 30 years before various individually constructed sections of the railway were finally joined together connecting the two cities (1936)
Yueh-Han Railway a) Southern Section b) Northern Section c) centre (<i>Hunan</i>) sec.	Canton-Hankow Rly. a) Kwangtung (<i>Guangdong</i>) sec. b) Hsiang-O (<i>Xiang-'e</i>) sec. c) Shiuchow -	a) Wongsha (<i>Huangsha</i>) - terminus at Canton (<i>Guangzhou</i>) -Wong Shek (<i>Hengshi</i>) - Shiuchow (<i>Shaozhou</i>) (a.k.a. Kukiang (<i>Qujiang</i>) [now named <i>Shaoguan</i>]). b) Wuchang - Changsha - Zhuzhou c) Shaoguan - Lechang-	"粤汉铁路" a) "广韶段" 黄沙 - 横石 - 韶州 [a.k.a.曲江] (韶关) b) "湘鄂段" 武昌 -长沙 - 株洲 c) 韶关 - 乐昌 - 株洲	standard 1435mm {US.}, {Br.}	a) 1904 -1915 b) 1917 -1918 c) 1933 -1936	The southern section of the Yueh-Han Rly , ran north from Guangzhou within Kwantung province where it met the border with Hunan (湖南) Only a few miles were completed by the end of 1904 when the American concession holder withdrew with financial problems. For the next few years there were several false starts at completing the line. Shares were issued to the local gentry but not until loans had been obtained from Hong Kong , did this section progress further (under Chf. Engr Kwong King Yang 邱景扬 reaching Wong Shek 横石 in 1909 and

MAP 11 Branch Lines Yuikiawan - Nienyutow	Lochang (<i>Lechang</i>) - Chuchow (<i>Zhuzhou</i>) sec.	Zhuzhou Yujiawan - Nianyutao	支线 余家湾 - 鲇鱼套	INF-14-Brief history of building the Yueh-Han R.		finally Shiuchow (Shaoguan 韶州) in 1915. Construction of the northern section from Wuchang (opposite Hankow (Hankou)) 汉口 did not get underway until 1917 under Chf. Engr. A. H. Collinson (Br.) reaching Changsha in 1918, where it joined with an extension of the Pinghsiang Rly. from Zhuzhou, built in 1911. The missing central gap in this railway was not constructed until 1933 under Ch. Engr. H.H. Ling 凌鴻勳, finally allowing through trains to operate on the entire system in 1936.
Yunnan Railway / Le Chemin de Fer du Yunnan (Fr.) MAP 44	The Chinese name for this railway uses the ancient name for Yunnan "Dian" followed by "Yue" for Vietnam	Yunnanfu (<i>Kunming</i>) - Laokay (<i>Laojie</i>)	"滇越铁路" (<i>Dianyue Tielu</i>) 云南府 (昆明) - 老街	metre 1000mm {Fr.}, {Be.}, {Br.} INF-15-Extract from L'Illustration Mar. 1910	1904 - 1910	In 1898 the French Govt. extracted a right to build this 465 km line connecting the border of their colonial territory of Tonkin (Vietnam) to Yunnanfu (<i>Kunming</i>). Construction began under Chf. Engr. M. Guibert (1902-08), M. Dufour (1908-1910) but completing the line was made very difficult by jungle conditions and engineering difficulties through deep river gorges. The death rate of workers from accidents and malaria was estimated to be in as high as 40,000 men. Costs were almost double the original budgets and the company had to be refinanced by a further French Govt loan in 1909.
Cheng-Tai Railway, Chemin de fer de Tchong-Tai (Fr.) MAP 12	Shansi (<i>Shanxi</i>) Rly. Ligne du Chansie (Fr.)	Shihchiachuang - Taiyuan (<i>Shijiazhuang - Taiyuan</i>) The name 'Cheng' (<i>Zheng</i>) derives from <i>Zhengding</i>, a county nr. <i>Shijiazhuang</i>	"正太铁路" a.k.a. "山西铁路" 石家莊 (正定) - 太原	metre 1000mm {Fr.}, {Be.}, {Ge.} INF-16- Desc. Far Eastern Review	1904 - 1907	Engineers: G. Espanet (Fr.) & M. Millorat (Fr.) Constructed under a concession by a French / Belgian syndicate for mineral exploitation in Shansi province. The line met the main Peking-Hankow Rly (of larger gauge) at Chengting.
Shanghai-Nanking Railway Later redesignated by the Nationalist Govt as Nanking-Shanghai Rly. (c.1931) MAP 13	S.N.R. a.k.a. Hu-Ning Rly. later N.S.R a.k.a. Kin-Hu Rly and/or King-Hu Rly.	Shanghai-Nanking (<i>Nanjing</i>)	"沪宁铁路" 上海 - 南京 later "京沪铁路"	standard 1435mm {Br.}, {Ch./S} INF-17-Descr. The Far Eastern Review	1904 - 1908	Chief Engr. A. H. Collinson (Br.) Built by British capital under a concession granted to the 'British & Chinese Corporation', a joint front for the Hongkong & Shanghai Banking Corporation & Jardine Matheson & Co. The Company also absorbed the Woosung Rly (relaid in 1898) as a branch line and built railway workshops at Wusong.
Swatow-Chaochowfu Rly. MAP 14	Chao-Shan Rly.	Swatow (<i>Shantou</i>)-Chaochowfu (<i>Chaozhou</i>)	"潮汕铁路" 汕头 - 潮州	standard 1435mm {US.}, {Ge.} INF-18-Descr. The Far Eastern Rev.	1904 - 1906	M. Sato and other Japanese engineers under a contract awarded to Mitsui Bussan Kaisha. Built by private overseas-Chinese entrepreneur's capital with their HQ in Hong Kong, where much of the funding was raised.

MAP 16				Review ' 1909		oversaw the rebuilding of the SMR tracks was Dr. Shimbei Kunisawa (Jap).
Nan Yuan Railway		Yungtingmen (Yondingmen) - Nanyuan	南苑铁路 京苑轻便铁路 永定门 - 南苑	metre 1000mm {Ge.}	1906 -1907	This short line within the Beijing district, was built to serve an army base which had been set up at Nan Yuan. The railway also opened for public use. Later at Nan Yuan, an aircraft landing strip was established and this became a training school for military pilots. During the Jananese invasion era, the track was widened to standard gauge.
MAP 36						
Sunning Railway	Hsin-Ning (Xinning) Rly.	Kungyik (Gongyi) - Toishan (Taishan) - Towshan (Doushan) , Kungyik - Pakkai (Beijie) {near Kongmoon (Jiangmen) }, Toishan -Paksha (Baisha)	"新宁铁路" 公益 - 台山 - 斗山 , 公益 - 北街 { 江門 }, 台山 - 白沙	standard 1435mm {Ge.}, {US.}	1906 -1920	This privately built line was the brainchild of Chin Yee Hee (Chen Yixi 陈宜禧) , a native of the Toishan (台山) district of S.W. Guangdong Province. Chin, a railway construction foreman in USA for nearly 40 years returned to China in 1905, raised capital & set about building his railway, with himself as Ch. Engr. Built in stages over 15 years, the 1st. section of 15 miles Kungyik to Toishan opened in 1908, next to Towshan (1909) , northern extension to Pakkai (1913) & finally a 21-mile branch line to Paksha in 1920.
MAP 17				INF-23-Descr. The Far Eastern Review		
Kiangsi Railway	Jiangxi Rly. a.k.a.Nan-Hsun (Nanxun) Rly.	Kiukiang (Jiujiang) - Nanchang { "Hsun Yang"(Xunyang) is a district of Jiujiang}	"江西铁路" "南浔铁路" 九江 - 南昌	standard 1435mm {US.}, {Jp}	1906-1915	A locally funded railway which struggled for years to find sufficient investment. Some construction work started in 1906 but only a short 16 mile section had opened by 1910. In 1912 Japanese interests reinvested in the line which was almost derelict. It was finally completed in 1915 under Ch. Engr. Okasaki (Jap).
MAP 18						
Kowloon Canton Railway	K.C.R. a.k.a. Canton - Kowloon Rly. (CKR) a.k.a. Kuang-Chiu (Guangjiu) Rly.	Tsim Sha Tsui - Canton (Guangzhou) [Tai-sha-tau (Dashatou) terminus], (a) British Sec. Tsim Sha Tsui - Lo Wu (border station) b) Chinese Sec. Shum Chun (Shenzhen) - Canton (Guangzhou) c) Branch line Fan Ling - Sha Tau Kok	"广九铁路" 广州 - 九龙 (尖沙咀) a) 尖沙咀 - 罗湖 b) 深圳 - 广州 [大沙头] c) Branch line 粉岭 - 沙头角	standard 1435mm Branch line (Fan Ling - Sha Tau Kok) 2 ft. (610mm) {Br.}, {Cz.}	British Section : 1906 - 1910 Chinese Section: 1908 - 1911	This line was divided into two parts. The section within British administered Hong Kong (HK) was built by the HK Govt. under Ch. Engr. G.W. Eves (Br.) 1906-1909 & later E. S Lindsey (Br.) 1909-1911. This was known as KCR (British Section). The section from the border at Shenzhen to Guangzhou was funded by the British & Chinese Corp (HSBC & Jardines) under a 1907 loan agreement & Chinese Govt. Bonds for this were issued in London. The Chinese section "CKR" was built by Ch. Engr. F. Grove (Br.) Later a decision was taken for the narrow gauge railway equipment used in Hong Kong for constructing the line to be laid as a branch line from Fan Ling to Sha tau Kok.
MAP 19				INF-24-KCR - Br Sec & INF- 25-CKR - Ch. Sec FER 1910 & 1911 (two parts)		
Tsitsihar Light Railway	Anganki	Tsitsihar (Qiqiha'er) -	"齐昂轻便铁路"	metre	1907-1909	Ch.Engr. W.R.T. Tuckey (Br.) Short provincial line

MAP 35	(<i>Ang'angxi</i>) Rly.	Angangki (<i>Ang'angxi</i>)	a.k.a. "昂昂溪铁路" 齐齐哈尔 - 昂昂溪	1000mm {US.}	INF-26-Tsitsihar Lt.Rly.	built to connect Qiqihar, the capital of <i>Heilongjiang</i> (黑龙江) with <i>Ang'angxi</i> on the Chinese Eastern Rly.
Nanking City Railway MAP 20	Kiangning (<i>Jiangning</i>) Rly	Hsia-Kwan (<i>Xiaguan</i>) - Chung-Tsen-Kai (Zhongzhengjie) within Nanking (<i>Nanjing</i>) city area.	"南京城铁路" a.k.a. "江宁铁路" 下关 - 中正街	standard 1435mm {US.}, {Ge.} INF-27- Nanking City	1908 -1909	Built by Chf. Engrs. A. H. Collinson & A.H. Leeme (Br.) , only 8 miles in length this provincial railway was built to connect the Nanking terminus of the Shanghai-Nanking Rly with the city-proper at Hsia- Kwan (<i>Xiaguan</i>) . The line also served the Yangtse River ferry piers with a station at Kiangpen (江边 <i>Jianbian</i>).
Shanghai - Hangchow - Ningpo Railway comprised of:- a) Kiangsu Rly. b) Chekiang Rly. c) Ningpo section d) Tsien Tang River Bridge & Zakow - Pokwan section Branch Lines - Konzenchiao* (* Hangzhou foreign settlement station) Ningpo - Paso MAP 21	Hu-Hung-Yang Rly. S.H.N.R.	Shanghai- <i>Hangzhou</i> - <i>Ningbo</i> a) Shanghai - Fengking (<i>Fengjing</i>) b) Hangchow (<i>Hangzhou</i>) - Kashing (<i>Jiaxing</i>) -Fengking c) Pokwan (<i>Baiguan</i>) - Ningpo (<i>Ningbo</i>) d) Pokwan - Zakow (<i>Zhakou</i>)- <i>Tsien Tang River</i> (<i>Qiantangjiang</i>) bridge (in Hangchow) <i>Genshanmen - Gongchenqiao</i> <i>Ningbo - Baisha</i>	"沪杭甬铁路" 上海 - 枫泾 - 嘉兴 - 杭州 - 闸口 - 钱塘江大桥 - 百官 - 宁波 支线 艮山门 - 拱宸桥 宁波 - 白沙	standard 1435mm {Br.}, {Ge.}, {US.}, {Be.} INF-28-SHNR (Kiangsu Rly.) FER	a) 1907 - 1909 b) 1907 - 1909 c) 1912 - 1913 d) 1933-1937 (bridge)	The British obtained a concession to build this line in 1898 but local officials and gentry commenced funding & building this line in two sections within the provinces of Kiangsu (江苏 <i>Jiangsu</i>) and Chekiang (浙江 <i>Zhejiang</i>) before the British & Chinese Corp. concession holders could get started. Kiangsu Rly. Chf. Engr. : - Hsu Wen Cheong . Chekiang Rly. Chf Engr.: - Chang K'eh-ming. The third section from Ningbo (Chf. Engr. D. P. Griffith [Br.]) had a later start and was not built until 1913 after the revolution and following nationalization of the privately built-sections, and then only as far as Pokwan (<i>Baiguan</i>) leaving a gap between the other sections. The entire line between Ningbo and Shanghai remained separated for years by the lack of a bridge over the Chien Tang river (钱塘江) at Hangzhou, not built until 1933 but destroyed soon after during the Japanese war.
Taierchwang - Tsaochwang Railway MAP 22	Tai-Tsao Rly. a.k.a. Chunghsing Coal Railway	Taierchwang (<i>Tai'erzhuang</i>) -Yih sien (<i>Yixian</i>) - Tsaochwang (Zaozhuang)	"台枣铁路" 台儿庄 - 峄县 - 枣庄	standard 1435mm {Ge.}, {US.}	1907 - 1909 Chf. Engr.: Kuoa (Ch)	Provincial investors in Shandong Province developed a coal mine at Zaozhuang (枣庄) nr. Yixian (峄县) with the intention of conveying coal by rail to the Grand Canal at Taierzhuang (台儿庄) . Financing was a struggle which caused protracted delays to completion & eventually most coal was transported by rail on a new branch line of the Tsinpu Rly. between Lincheng and Zaozhuang completed in 1912.
Chang-Hsia Railway	Fukien (<i>Fujian</i>) Rly. a.k.a. F.K.R. a.k.a. Amoy Ryl.	Changchow (<i>Zhangzhou</i>) to Amoy (<i>Xiamen</i>) . {"Amoy" was the foreign Treaty Port name for Hsiamen (<i>Xiamen</i>) }	"漳厦铁路" a.k.a. "福建铁路" 漳州 - 厦門	standard 1435mm {US.}, {Ge.}	1908 - 1910	This private gentry-funded line in Fujian Province was built by local Chinese overseas-trained engineers Chen Yi-tang & Wang Ku-yu. It was planned to run from Xiamen (厦門) to Zhangzhou (漳州). However the railway ran out of funds and

MAP 23				INF-29- Fukien Rly, FER		only reached Kiang-ton-chiao (江苏桥 Jiangdongqiao), some distance from Zhangzhou. The Amoy terminus was opposite Amoy island at Seng Soo (嵩蓐 Songxu)
Tientsin-Pukow Railway MAP 24 Branch Lines Liangwangchuang - Chentan-chuang Lokow - Hwangtaichiao Yenchowfu - Tsingningchow Lincheng- Tsaochuang	Tsinpu (<i>Jinpu</i>) Rly. T.P.R. a.k.a. Tsing-Pu Rly.	[Northern Section] Tientsin (<i>Tianjin</i>) - Hanchwang (<i>Hanzhuang</i>). [Southern section] Hanchwang - Pukow (<i>Pukou</i>) <i>Liangwangzhuang - Chentangzhuang</i> <i>Luokou - Huangtaiqiao</i> <i>Yanzhou - Jiningzhou</i> <i>Lincheng- Zhaozhuang</i>	"津浦铁路" 天津 - 韩庄 - 浦口 支线 良王庄 - 陈唐庄 冻口 - 黄台桥 兖州 - 济宁州 临城 - 枣庄	standard 1435mm {Br.}, {US.}, {Ge.} INF-30- Tsin-Pu Rly. INF-38- Yangtze- Train Ferry	1908 - 1912	The Chinese Government, anxious to prevent a single foreign power from dominating this important trunk line, divided construction & financing of the line into 2 sections. The Northern section from Tianjin to Hanzhuang at the border between Shantung (Shandong) & Kiangsu (<i>Jiangsu</i>) province was awarded to a German syndicate under Chf. Engr. J. Dorpmuller (Ger.) The Southern section to Pukou was awarded to a British syndicate under Chf. Engr. T.W.T. Tuckey (Br.) The southern terminus at Pukou was served by a passenger ferry service across the Yangtze River to Nanjing, forming a connection with the S.N.R. In 1933 a train-ferry was introduced enabling through-train (to Shanghai) carriages to be conveyed across the river.
Chinghsing Railway MAP 25	Ching-Hsing (<i>Jingxing</i>) Mines Rly.	Weishui - Jingxing	"井陉支线" "井陉矿务局铁路" 微水 - 井陉	900 / 1000 mm? probably {Ge.}	1908	A short coal mine railway developed with German & Chinese investment. It produced high quality coal processed into coke at nearby Shijiazhuang (石家庄). There is some mystery about the track gauge. The close presence of the metre-gauge Cheng-Tai Rly. makes 1000mm more likely.
(North) Kiangsu Railway		Chinkiangpu (<i>Zhenjiang</i>) - Yangchuang (<i>Yangzhuang</i>)	镇江 - 扬庄	standard	1909 -1911	Commenced 1909, this line was planned to run north from Zhenjiang alongside the Grand Canal to connect with the Lung-Hai Rly. Only a few miles were constructed, which were later dismantled.
Kirin-Changchun Railway MAP 35	Chi-Chang Rly. (<i>Ji-Chang</i>)	Kirin (<i>Jilin</i>) - Changchun	"吉长铁路" 吉林 - 长春	standard 1435mm {Ch./T.}, {Br.}, {US.}, {Ge.}	1909 - 1912 INF-31- Kirin- Changchun Rly.	This line was constructed by Chf. Engr K.L. Sung (Ch.) with a Japanese loan. Following Japan's aggressive "Twenty-One Demands" imposed by force upon China in 1915, management of this railway passed to the Japanese controlled S.M.R.
Lung-Hai Railway	Lung-Tsing-U-Hai Rly. {Notes: Lung (<i>Long</i>), Tsin(g) (<i>Qin</i>) & U (<i>Yu</i>) are the short names for Gansu,	Lanchow (<i>Lanzhou</i>) - Paoki (<i>Baoji</i>) - Sian (<i>Xian</i>) - Tungkwan (<i>Tongguan</i>) - Loyang (<i>Luoyang</i>) - Chengchow (<i>Zhengzhou</i>) - Kaifeng - Hsuechow (<i>Xuzhou</i>) - Haichow (<i>Haizhou</i>) at	"陇海铁路" a.k.a. "陇-秦-豫-海铁路" 宝鸡 - 兰州 - 西安 - 潼关 - 郑州 - 开封 - 徐州 - 海州 (连云港)	standard 1435mm {Be.}, {Ge.}, {US.}, {Fr.}.	1909 - 1935	This N.West - East trunk route was envisaged by the Qing Govt. in 1909 to connect Gansu (甘肃) Province with the eastern seaboard at Haizhou Bay. It was a long struggle before 7 out of 8 sections were finally built & tenuously connected, leaving the railway heavily in debt and with loans in default. The earlier-built Pienlo Rly. between Kaifeng & Zhengzhou also formed part of this line. Another of the early

MAP 26 Branch Lines a) Hsipa salt pans railway (but no direct link to the Longhai Rly) b) Liuting phosphate mine rly. c) Tungchwan coal mine Rly.	Shaanxi, & Henan provinces respectively & "Hai" = sea.}	Lienyunkang (<i>Lianyungang</i>) port. Xiba salt pans > Grand Canal <i>Qingjiangpu - Yanzhuang</i> b) Haizhou - Liuding c) Xianyang - Tongchuan	支线 a) "西坝盐场铁路" 清江浦 - 扬庄 b) 海州 - 刘顶 c) 咸阳 - 铜川	metre 1000mm standard 1435mm	INF-32-Lunghai-Railway	sections to be constructed was a Provincial line from "Honanfu" (Luoyang) westwards towards "Tungkwan" (Tongguan), briefly know as the "Imperial Lotung Railway", although by 1919 this had only reached "Kwanyinyang" (<i>Guanyintang</i> 观音堂) By the time of the Japanese hostilities , later invasion and W.W.2 the rail head in the N.W.had not yet reached Lanzhou , terminating near Paoki (<i>Baoji</i>) . The earlier central sections of this line were built by a Franco-Belgian syndicate under Chf. Engr. M. Ebray (Fr.) with a Dutch syndicate , Chf. Engr. E.R. Hondelink (D.) building the eastern section in the mid 1920s. During the Japanese hostilities the Chinese Govt attempted to push the line further west utilizing tracks pulled up from the eastern section to prvent the line from falling into Japanese military hands. During this 1930s era the Chf. Eng was H.H. Ling (Ch.)
Szechuan - Hankow Railway MAP 27	S.C.R. Chuan-Han Rly. a.k.a. Szechuan (<i>Sichuan</i>) Rly.	Projected : Chengtu (<i>Chengdu</i>) - Chungking (<i>Chongqing</i>) - Kweichow - Ichang - Hankow (<i>Hankou</i>). {Actually opened : only 16 miles of track westwards from Ichang (Yichang) to Hsia-An Chi (<i>Xia'anxi</i>) towards Kweichow (Guizhou).}	"川汉铁路" (Projected) 成都 - 重庆 - 归州 - 宜昌 - 汉口 (Opened) 宜昌 [16 英里] - 下岸溪	standard 1435mm {US.} INF-33-Szechuan Railway	1910 -1911 (Chf. Engr. Dr. Yen Te Ching (顏德慶)	Provincial officials & merchants of Sichuan & Hupeh (<i>Hubei</i>) provinces dreamed of building and operating their own 600 mile railway from Hankou (汉口) along the banks of the Yangtze to Chengdu (成都). Both provinces raised private capital by issue of shares, sold even to the poor. Corruption on a massive scale saw much of the money raised going into officials' pockets. Only a short 16 mile stretch of isolated & poorly built track was ever built, centred at Yichang (宜昌). Upon the Qing Government's announcement in 1911 of their intention to nationalize the nation's private railways, agrieved shareholders and residents of the two provinces sparked riots which swiftly spread country-wide causing the collapse of the Qing Dynasty. In later years attempts were made by foreign syndicates to resurrect the railway plan but lack of financing due to World War 1 caused all of these to fail. The locomotives and rolling stock which had operated on the short Ichang section were eventually sold to the Hupei-Hunan Rly.
Hulutao Harbour Line MAP 28		Lien Shan (<i>Lianshan</i>) - Hulutao (<i>Huludao</i>)	"葫芦岛码头线" 连山 - 葫芦岛	standard 1435mm & also 2ft. (610mm) for port breakwater {Br.}	1911 - 1913 Chf. Engr. W. R. Hughes (Br.) INF-34-Hulutao	This short railway was built from Lianshan on the PMR to a new harbour and port being developed at Huludao (葫芦岛). The intention was to use this port fot the export of coal from new mines being developed near Jinzhou.
Liuchang Coal Mine Railway	Liukiang Rly.	Liuchang (<i>Liujiang</i>) -	"柳江铁路"	2ft. 6in.	1915 - 1918	Coal mines were established by a private Chinese

		Chinwangtao (<i>Qinhuangdao</i>)	秦皇岛 - 柳江	762mm {US.}, {Ge.}		company near Liujiang in 1914. A shortage of funds led to the project being sold to Japanese interests in 1917 whereupon a narrow gauge railway was laid to convey coal to the near-by port of Qinhuangdao, already serving the KMA's Tangshan mines.
MAP 29						
Peking Round City Line	Peking (<i>Beijing</i>) City Belt Line a.k.a. "Huan-Cheng" Line	Hsichihmen (<i>Xizhimen</i>) - Tungpierenmen (<i>Dongbianmen</i>) - T sienmen (<i>Qianmen</i>)	"环城线" [北京] 西直门 - 东便门 - 前门 正阳门	standard 1435mm INF-35- Peking City Line	1915 -1916	Making use of existing portions of tracks of the PSR from Xizhimen and PMR tracks to Qianmen, the Chinese Govt decided to link them by laying additional tracks around the walls of the city forming a 'round city line'. To accomplish this, several of the embrazured city wall towers had to be modified by having their enclosing curtain walls demolished.
MAP 37						
Ssupingkai-Chengchiatun Rly. Extended to Taonan (1923) becoming the Ssupingkai- Taonan Rly. . Branch Line Chengchiatun - Tongliao	Ssu-Tsen Rly. later: Ssu-Tao Rly.	Ssupingkai (<i>Sipingjie</i>) (a.k.a. Szeping/Szuping) - Chengchiatun (<i>Zhengjiatun</i>) - Extended to Taonan (<i>Tao'an</i>) <i>Zhengjiatun</i> - <i>Tongliao</i>	"四郑铁路" 四平街 - 郑家屯 Later (1923) : "四洮铁路" 四平街 - 郑家屯 - 洮安 支线 郑家屯 - 通辽	standard 1435mm {Ch./D}, {Cz.}, {Be.}, {US.}	1917 -1918 (Chf. Engr. J. Fujine (J) Tao'an extension completed 1923 K. Nakamura (J)	The first of a series of railway expansions within the N.E provinces ("Manchuria") & Inner Mongolia built for the Chinese Govt. by Japanese engineers and financing. All these railways were later seized by the Japanese and together with the SMR became Manchuria State Railways under the Japanese puppet state of Manchoukuo
MAP 35						
Yunnan-Kopei Railway Branch line Kikai - Ling An (<i>Lin'an</i>)	Ko-Pei (<i>Gebi</i>) Rly.	Kokiu (<i>Gejiu</i>) - Mengtse (<i>Mengzi</i>) and Peichetchai (<i>Bisezhai</i>) Kikai (<i>Jijie</i>) - Ling An (<i>Lin'an</i>)	"个碧铁路" 个旧 - 蒙自 - 碧色寨 支线 鸡街 - 临安	600mm {Br.}, {US.}, {Fr.}, {Ge.} INF-36- Yunnan Kopei Rly.	1917-1921 Chf. Engr. : Chen Ho-Ting (Ch.) Branch: 1921-1928 Chf.Engr. : K.C. Li (Ch.)	The Kopei (<i>Gebi</i>) Railway Company (个碧铁路公司), was financed by the owners of tin mines at Kokiu (个旧 <i>Gejiu</i>) in the south of Yunnan province. This narrow gauge line had a transfer point with the main line Yunnan Railway at Peichetchai (碧色寨 <i>Bisezhai</i>). A branch line to Lin'an was built later, opening in 1928.
MAP 44						
Chiawang Railway Coal Railway	Chiawang (<i>Jiawang</i>) Rly.	Liuchuan (<i>Liuquan</i>) - <i>Tsingshanchuan</i> (<i>Qingshanquan</i>) - <i>Jiawang</i>	"贾汪铁路" 柳泉 - 青山泉 - 贾汪	800mm later standard gauge {Br.}, {Ge.}	1917	A short coal mine railway north of Xuzhou (徐州), in Jiangsu province. It was initially a narrow gauge line with a transfer connection at Liuquan on the Jinpu Rly. In the 1940s the line was upgraded to standard gauge and became a branch line of the Jinpu Rly.
Yenli Coal Railway	Yenli (<i>Yili</i>) Rly. a.k.a. Si-Ma (<i>Xima</i>) Rly.	Sisotsun (<i>Xizuocun</i>) - Matowchen (<i>Matouzhen</i>)	"怡立煤矿铁路" a.k.a. "西马铁路" 西佐村 - 码头镇	29.5in 750mm {Br.}, {Ge.}	1919 - 1921	A coal mining company railway within Zhihli (直隶) province, providing a transfer point with the Beihan Rly. at Matouzhen
Po Shan Coal Railway		Po-Shan (<i>Boshan</i>) - Batou Patow (<i>Badou</i>) 八陡	"博山铁路" 博山 - 八陡	2 ft. 610mm {Ge.}	1920 - 1922	Located in Shandong province, this narrow gauge coal mine line served as as extension to the standard gauge branch line of the Jiao-Ji Rly (胶济铁路). The main line branch commenced from Tzuchuan (<i>Zichuan</i> 淄川) near Zibo (淄博)

Chung Hsing Coal Railway	<i>Chang-Xing</i> Rly.	<i>Kuangshanzhongzhan - Wuliqiao</i>	"长兴铁路" 矿山忠站 - 五里桥长兴县	3ft. 914mm {US.}	1921 - 1922	This short narrow-gauge line, located in Chung Hsing (<i>Changxing</i>) county of Zhejiang Province, was built to serve a coal mine.
Liuhokow Coal Mine Railway	Liuhokow (<i>Liuhegou</i>) Rly.	Fenglochen (<i>Fenglezhen</i>) - Liuhokow (<i>Liuhegou</i>) (nr. Anyang)	"六河沟煤矿铁路" 丰乐镇 - 六河沟 - 安阳	600mm or standard ? {US.}	1921	A short narrow gauge coal mine railway connecting mines at Liuhegou to Fenglezhen near <i>Anyang</i> (安阳) on the Pehan (<i>Beiham</i>) Rly. The original gauge is unsure (sources differ) .
Long Yang Iron Mine Railway	Lung Yen Rly. a.k.a. Kun-San (<i>Jun-San</i>) Rly	<i>Shijingshan</i> -(iron smelting works) -Sanjiadian	"龙烟铁矿铁路" a.k.a. "军三铁路" 石景山 - 三家店	standard 1435mm {US.}	1921 -1922	A short railway built to serve the Lun Yen (<i>Longyan</i>) iron smelting plant at Sanjiadian (龙烟铁矿公司). This was located to the west of Beijing.
Tientu Light Railway	Tientu (<i>Tiantu</i>) Rly. a.k.a. Tienposhan - Tumen Rly	Tienposhan (<i>Tianbaoshan</i>) - Kaishantun - Kweinei (in Korea)	"天图铁路" 天宝山 - 开山屯	2ft. 6in. 762mm {US.}	1922 - 1927 Chf. Engr. Mr. Fukai (Jp)	A narrow gauge line built by Japanese interests near the Tumen border of China and Korea. The line extended from silver, copper, lead and zinc mines at Tianbaoshan to a bridge over the Tumen river (图们) at Kaishantun from where it continued within Korean territory to Kweinei, connecting with the Korea railway system. During the 1930s the Tientu line was re-aligned and laid as standard guage forming the new Dunhua-Tumen Rly. A new railway bridge for this line was built some 30 miles north of the first bridge.
Chang Cheng Railway	Chin-Shih (<i>Qin-Shi</i>) Rly. a.k.a Great Wall Rly.	Chinwangtao (<i>Qinhuangdao</i>) - Shihmenchai (<i>Shimenzhai</i>)	"长城煤矿铁路" a.k.a. "秦石铁路" 秦皇岛 - 石门寨	3ft. 6in. 1067mm {Br.}	1923 -1924	Similar to the Liuchang Rly near Qinhuagdao, this line was developed by Japanese interests to exploit coal mines at Shimenzhai. The line ran parallel to the Liuchang line and also had coal yards at Qinhuangdao. Because of its proximity to the end of the Great Wall (长城) it was also known as the Great Wall Coal Railway.
Taonan-Angangchi Railway	Tao-An Rly. T.A.R.	Taonan (<i>Tao'an</i>)) - Angangki (<i>Ang'angxi</i>)	"洮昂铁路" 洮安 - 昂昂溪	standard 1435mm {Jp.}	1925 -1926 Chf. Engr. K. E. Chang (Ch.)	Effectively this railway operated as a further extension of the Ssu-Tao (四洮) Rly. It was built by the Chinese Govt. with Japanese financing and equipment from the S.M.R.. It formed a connection with the Chinese Eastern Rly. at Ang'angxi
Shanghai-Chuansha Railway	Shang-Chuan Rly.	Shanghai (<i>Pudong</i>) - Chuansha ()	"上川铁路" 上海 (浦东) - 川沙	metre 1000mm {Ge.}	1925-1926	Originally built as a private company-financed motor road, a decision was taken in the 1920s to lay rail on the road and operate a motor railcar service. Later steam trains were introduced.
Shanghai-Nanhwei Railway	Shang-Nan Rly.	Shanghai (<i>Pudong</i>) -	"上南铁路"	metre	1925-1926	Similar to the Shang-Chuan Rly. This other private

MAP 30		Nanhwei (<i>Nanhui</i>)	上海 (浦东) - 南汇	1000mm {Ge.}		road company in Shanghai also converted to rail operations about the same time.
Si - Kun Railway	Xi -Kun Rly.		西崑鐵路	metre 1000mm {Ge.}	1925	This was a metre gauge coal railway in the extensive coal mining districts of Boshan (博山) and Zibo (淄博) in Shandong province. There was network of small lines in this district, linking the mines to the Boshan branch of the Jiao-Ji Rly. (胶济铁路)
Mukden-Hailungchen Railway MAP 35	Mukden - Chaoyangchen Rly.	Mukden (<i>Shenyang</i>) - Hailungchen (<i>Hailong</i>) Chaoyangchen (<i>Chaoyang</i>)	"沈阳 - 海龙 铁路" 沈阳 - 海龙 - 朝阳	standard 1435mm {US.}, {Cz.}, {Br.}	1925 - 1927	Built with Chinese capital and by Chinese engineers. Construction was objected to by the Japanese Govt. which claimed exclusive railway rights for Manchuria. Later(1929) It joined with the Kirin (<i>Jilin</i>) -Chaoyang Rly.
Harbin-Hailun Railway a) Extended to Peian (1933) b) Extended to Heiho (1935) MAP 35	Hulan - Hailan Rly. Note: Hailun is near Harbin (Ha'erbin)	<i>Hulan - Suiha - Hailun - Peian (Bei'an) - Heiho (Heihe)</i>	"呼海铁路" 呼兰 - 绥化- 海伦 - 北安 - 黑河	standard 1435mm {US.}, {Jp.}, {Cz.}	1926 - 1928 a) 1932 -1933 b) 1934 -1935	Originally planned and funded by the Chinese Governor of Heilongjiang province. The Chf. Enr. was a "White" Russian who had previously worked for the C.E.R. The later extensions to Bei-an and Heihewere were built by the Japanese after they had seized Manchuria.
Haolihiang Railway MAP 45	Hokang (<i>Hegang</i>) Rly.	Lienchiangkou (Lianjiangkou) - Hokang (<i>Hegang</i>) & Hsingshan (<i>Xingshan</i>)	"鹤岗铁路" 莲江口 - 鹤岗 - 兴山	5ft. 1524mm. {US.}	1926 - 1927 (Chf Enr. B. Ostroumoff (Ru)	Constructed by a coal mining company to serve coal mines developed at Hegang & Xingshan in Heilongjiang Prov (黑龙江) . The line terminated on the Sungari (<i>Songhua</i>) River (松花江) at Lianjiangkou The broadgauge line bought ex- C.E.R. locomotives & rolling stock
Sifeng-Kaiyuan Railway MAP 35	Kai-Feng Rly.	Sifeng (<i>Xifeng</i>) - <i>Kaiyuan</i>	"开丰铁路" 开原 - 西丰	metre 1000mm {Ge.}	1926	A privately funded line for mainly agricultural produce (soya-bean) in Liaoning Province. It had a rail interchange at Kaiyuan with the main line of the S.M.R between Shenyang and Changchun
Kirin -Tunhua Railway MAP 35	Chi-Tun Rly. (<i>Ji-Dun</i>)	Kirin (Jilin) - Tunhua (<i>Dunhua</i>)	"吉敦铁路" 吉林 - 敦化	standard 1435mm {Jp}	1926 -1928	This line was buily as a continuation of the earlier built Ji-Chang-Rly (Changchun-Jilin line. It was built for the Chinese Govt by S.M.R contractors.
Tahushan - Tungliao Railway MAP 35	Payintailai Rly.	<i>Dahushan - Tongliao</i>	打虎山 - 通辽铁路	standard 1435mm	1927 -1928	Built by the Chinese during the 1920's surge of nationalism (led by northern warlord Marshal Chang Tso-lin (<i>Zhang Zuolin</i> 张作霖); against Japanese domination in Manchuria. The Japanese protested

	MAP 33					loudly about this line.
Kirin - Chaoyang Railway	Kirin-Hailung Rly.	Kirin (<i>Jilin</i>) - Chaoyang - Hailung (<i>Hailong</i>)	"吉林 - 朝阳铁路" a.k.a. "吉海铁路" 吉林 - 朝阳镇 - 海龙	standard 1435mm	1927 -1929	This line was built by Chinese engineers under the directions of Manchurian warlord Marshal Chang Tso lin (张作霖 <i>Zhang Zuolin</i>) to combine with the earlier-built Shenyang - Hailong -Chaoyang line. Both of these railways faced objections from the Japanese-controlled S.M.R. on the grounds it ran parallel to their line.
	MAP 35					
Peh-Chuang Railway	Pei-Chuan (<i>Beichuan</i>) Rly. a.k.a. Tienfu (<i>Tianfu</i>) Coal Mine Rly.	Pei-Miao a.k.a. Pai Miao (<i>Baimiao</i>) - <i>Wenshintang</i> (<i>Wenxingzhen</i>) - Taichiagou (<i>Daijiagou</i>) - Taitienkan (<i>Datiankan</i>)	"北川铁路" a.k.a. "天府煤矿铁路" 白庙 - 文星镇 - 戴家沟 - 大田坎	2 ft. 610mm	1928 - 1934 Chf. Engr. : J. Schultz (Da.)	The first short rly. to be built in Sichuan province, located about 60 miles north of Chongqing on the Jialing River (嘉陵). The line was planned as early as 1900 to serve a coal mine which some Englishmen tried to develop unsuccessfully. The equipment lay rusting until 1928 when building of the line recommenced under a Danish engineer. The line was extended progressively over several years.
	MAP 31					
Tsitsihar-Koshan Railway	Tsitsihar-Ningnien-Koshan Rly	Tsitsihar (<i>Qiqiha'er</i>) - Ningnien (<i>Ningnian</i>) Koshan (<i>Keshan</i>) -	"昂昂溪 - 克山 铁路" 昂昂溪 - 宁年 - 克山	standard 1435mm {Cz.}	1929 - 1930	This was another Chinese Govt. line built using Japanese loans and contractors. The loans were insufficient and completion became difficult, not lessened by the mounting tension between China and Japan over control of Manchuria. Japan invaded Manchuria in 1931 very shortly after the completion of this railway.
	MAP 35					
Paochin Coal Mine Railway		Yangquan Mines near Paochin (<i>Baojin</i>)	"保晋煤矿铁路" 阳泉煤矿 [大同]	2ft. 6in. 762mm {Ge.}	1929	A short narrow gauge rly. Serving coal mines south of Datong.
Tung-Pu Railway		Tatung (<i>Datong</i>) - Yuanping - Taiyuan - Yungchih (<i>Yongji</i>) - Pucheng - Fenglingtu (<i>Fenlingdu</i>) & Branch line from Sih sien (<i>Xinxian</i>) to Hobienchuen (<i>Hebiancun</i>)	"同蒲铁路" 大同 - 原平 - 太原 - 永济 -蒲城 - 风陵 - 风陵渡 Branch 析县 - 河边村	metre 1000mm [Datong-Taiyuan section relaid to standard gauge during 1937) {Ge.}, {Jp.}	1932 - 1937	This railway was planned to cross Shanxi Prov. from the provincial capital Datong to Taiyuan and then south to Pucheng (蒲城) . Not until the 1932 did Shanxi warlord Gen. Yan Xishan (阎锡山) set about having it built. Construction was started north and south from Taiyuan simultaneoulsy. The southern section was completed to Yongji (on the Yellow River 黄河) & then to Fenlingdu in 1935. North of Taiyuan, the line reached Yuanping . North of this, the line was barely finished to Datong when the invading Japanese took control (1937) and relaid this section to standard gauge.
Hang-Kiang Railway later reorganized, extended &	Note: "Che-Kan" (<i>Zhe-Gan</i>) - are	Siaoshan (<i>Xiaoshan</i>) nr. Hangchow (<i>Hangzhou</i>) -	"杭江铁路" 萧山 (杭州) - 金华 - 玉山 +	standard 1435mm {Ge.},	1932 -1937	Originally built on a low-budget using light railway equipment within Zhejiang province between Hangzhou & Linhua. The line to Linhua and a branch

renamed as . Che-Kan Railway	Short names for <i>Zhejiang & Jiangxi</i> provinces.	Kinhwa (<i>Jimma</i>) - Yushan. Also branch from Kinhwa to Lanchi (<i>Lanxi</i>). Later extension from <i>Yushan</i> to <i>Nanchang</i> 1937	branch line 金华 - 三溪 Later: "浙赣铁路" a.k.a. "浙江 - 江西铁路" 杭州 - 金华 - 玉山 - 南昌	{Cz.}, {Br.}, {G.}, {S.}, INF-38- Hang-Kiang- Rly		to Lanxi were completed in 1934. The line was next extended to Yushan near the provincial border with plans to extend further west in Jianxi province to link up with the Chu-Ping Rly. (株萍铁路). To facilitate this, the original company was reorganized and renamed as the Zhe-Gan Rly. (浙赣铁路). The line had barely been completed to Nanchang in 1937 when the Japanese invasion caused the Chinese Govt to demolish the track.
MAP 38						
Huai-Nan Railway	Hwainan Rly. a.k.a. Huainan Mining Affairs Bureau Rly.	Loho (Luohe) [Tienchia (<i>Tianjia</i>)] - Yukikow (<i>Yuxikou</i>)	"淮南铁路" "淮南矿务局铁路" 洛河 [田家] - 裕溪口 [芜湖]	standard 1435mm {Br.}, {Ge.}, {Cz.}	1932 - 1935	Financed by Chinese capital, this line was built in Anhui (安徽) province for transporting coal from the Huainan (淮南) mines to a shipping terminus on the Yangtze River near to Wuhu.
Kiangnan Railway	Note: "Kiangnan" was the historic (Ming Dynasty) name for the single province comprising of Kiangsu (<i>Jiangsu</i>) & Anhui (<i>Anhui</i>)	Yaohwamen (<i>Yaohuamen</i>) [Nanking (<i>Nanjing</i>)] - Wuhu - Wanchih (<i>Wanzhi</i>) - Sunkiapu (<i>Sunjiabu</i>)	"江南铁路" 尧化门 [南京] - 芜湖 - 湾沚 - 孙家埠	standard 1435mm {Ge.}, {Cz.}, {Br.}	1933 -1936	The Kiangnan Rly. Company was chartered in 1933 by the Ministry of Railways to build a railway from Wuhu to a coastal port near Shanghai. The plan was later changed to commence the line in Nanjing. The line reached Wuhu (1933), Wanzhi (mid-1934) & Sunjiabu in late 1934. A belt line was also constructed from near the Nanjing terminus at Yaohuamen to connect with the S.N.R. in 1935-1936. The Japanese invasion prevented further progress.
MAP 39						
Nanking-Kiangsi Railway	King-Nan Rly	Hsuancheng (<i>Xuanzhou</i>) - Ihsien (<i>Yixian</i>) - Taohu (<i>Daohu</i>) - Chenying (Chenying)- Kweichu (<i>Guixi</i>) [connection to the Hangzhou-Nanchang R.]	宣州- 黟县- 倒湖 - 陈营- 贵溪	standard 1435mm	1936-1937	Just before the outbreak of the Japanese invasion a decision was taken to build this line as a southern escape route from the Govt. seat at Nanjing. The N. section in Anwei was to connect with the S. sec. in Jiangxi at Daohu but a gap remained when war broke out. The railway soon fell to the enemy and was destroyed.
Hunan -Kwangsi Railway	Henyang - Chennankwan Rly. a.k.a. Hsiang-Kwei Rly (<i>Xiang-Gui Rly</i>)	Hengyang (<i>Hengzhou</i>) - Kwelin (<i>Guilin</i>) - Nanning - Chenankwan (<i>Zhennanguan</i>) [Pingxiang]	湖南- 广西铁路 a.k.a. 湘桂铁路 衡州 - 桂林 - 镇南关 - 南宁- 镇南关 [凭祥]	standard 1435mm & south section metre 1000mm	1937 -1939	A rushed war-time railway built by the Nationalist government as a back-up railway to the Canton- Hankow R. in case it fell to the enemy (this occurred) . It was built in sections utilizing used railway equipment from other railways torn up during strategic retreats. The partially -built section south from Nanning to the Indo-China border was built to French meter gauge.
Szechuan - Yunnan Railway	Suifu Kunming Ry.	Kunming - Chanyi (<i>Zhanyi</i>) - Suifu [<i>Shuifu</i>] * (a.k.a. Suifu - Yunnan Railway)	四川- 云南 铁路 昆明- 沾益 - 水富 (a.k.a. 昆明 - 宜富)	metre 1000mm	1938 -1941	This line had been planned since 1910 but no construction was initiated until after the Japanese invasion. Only the section between Kunming and

		Szechow (Xuzhou) and also Ipinshi (Yibinshi)	叙州 (宜宾市)			Chanyi was built during the war. Lack of materials prevented its completion.
Manchurian Railways New lines built 1932 -1936: a) Taian - Koshan b) Hailun - Koshan c) Laha - Noho d) Tunhua - Tumen e) Chaoyangchuan-Kaishantun f) Lafa - Harbin g) Koupeiyingtzu - Lingyuan h) Lingyuan - Pingchuan i) Pingchuan - Chengte j) Tumen - Mutangjiang k) Mutangchiang - Poli l) Linkou - Mishan m) Hsinking (Changchun) - Talai n) Paichengtzu -Talai o) Wangyehmiao-Halunarshan p) Peian - Heiho q) Yehpaishou - Chifeng r) Ssupingkai - Hsian s) Poli - Chiamuusu t) Noho - Nonkiang (Nunkiang) u) Taipingchuan - Lupei v) Ihsien - Fuhsin - Hsinlitun w) Meiho -Tunghua x) Mishan - Hulin y) Chengte - Kupeikow z) Tunghua - Hwangpai aa) Wangching - Peihuangling bb) Suihwa - Shensu	Manchoukuo State Rly. a.k.a. North China Railway (1939) a.k.a. North China Transportation	a) <i>Tai'an -Keshan</i> b) <i>Hailun - Keshan</i> c) <i>Laha - Nehe</i> d) <i>Dunhua -Tumen</i> e) <i>Chaoyanchuan - Kaishantun</i> f) <i>Lafa - Ha'erbin</i> g) <i>Koupeiying - Lingyuan</i> h) <i>Lingyuan - Pingquan</i> i) <i>Pingquan- Chengde</i> j) <i>Tumen- Mudanjiang</i> k) <i>Mudanjiang - Boli</i> l) <i>Linkou - Mishan</i> m) <i>Changchun - Dalai</i> n) <i>Baichengzi - Dalai</i> o) <i>Wangyemiao - A'ershan</i> p) <i>Bei'an - Heihe</i> q) <i>Yebaishou - Chifeng</i> r) <i>Sipingjie - Sian</i> s) <i>Boli - Jiamusi</i> t) <i>Nehe - Nenjiang</i> u) <i>Taipingchuan - Lubei</i> v) <i>Yixian - Fuxin - Xinlitun</i> w) <i>Meihe - Dunhua</i> x) <i>Mishan - Hulin</i> y) <i>Chengde - Gubeikou</i> z) <i>Tonghua - Huangbai</i> aa) <i>Wangqing</i> - unidentified bb) <i>Suihua - Shenshu</i>	a) 泰安 - 克山 b) 海伦 - 克山 c) 拉哈 - 讷河 d) 敦化 - 图们 e) 朝阳川 - 开山屯 f) 拉发 - 哈尔滨 g) 口北营 - 凌源 h) 凌源 - 平泉 i) 平泉 - 承德 j) 图们 - 牡丹江 k) 牡丹江 - 勃利 l) 林口 - 密山 m) ("新京") [长春] - 大赉 n) 白城子 - 大赉 o) 王爷庙 - 阿尔山 p) 北安 - 黑河 q) 叶伯寿 - 赤峰 r) 四平街 - 西安 s) 勃利 - 佳木斯 t) 讷河 - 嫩江 u) 太平川 - 鲁北 v) 义县 - 阜新 - 新立屯 w) 梅河 - 敦化 x) 密山 - 虎林 y) 承德 - 古北口 z) 通化 - 黄柏 aa) 汪清 - ? bb) 绥化 - 神树	standard 1435mm (rolling stock of various origins transferred from CER & SMR)	a) 1932 (*see Additional Notes) b) 1932 c) 1933 d) 1932 -1933 e) 1932 - 1934 f) 1932 -1934 g) 1933 - 1934 h) 1933 - 1935 i) 1934 - 1936 j) 1933 - 1935 k) 1934 -1936 l) 1934 - 1935 m) 1934 - 1935 n) 1934 - 1935 o) 1934 - 1936 p) 1933 - 1935 q) 1934 - 1935 r) 1935 s) 1936 - 1937 t) 1935 - 1937 u) 1936 - 1937 v) 1937 w) 1936 - 1937 x) 1936 - 1937 y) 1938 z) 1938 - 1939 aa) 1939 bb) 1939	Between 1931 -1932 the Japanese military (Kwantung Army 关东军) staged a series of political 'incidents' and seized control of the N. Eastern provinces of China known collectively to the West as Manchuria. The Japanese then consolidated their grip over the region , with the setting up of the puppet state of Manchoukou in 1932. Later in 1937 they mounted a full scale invasion of China capturing control and occupying much of the country by the height of WW2. Following their invasion the Japanese mounted a large railway expansion program in Manchuria adding thousands of kilometres of lines to the Chinese railway network. This construction work was contracted out to the SMR which had first been established back in 1906 after the Japanese conquest over the Russians in Manchuria and seizure of the southern branch of the CER. This era of Japan domination also included the eventual purchase from Russia of their remaining interest in the Chinese Eastern Railway for a sum of 140 million Yen, a transaction concluded in 1935 without China even being consulted. This railway then had the Russian 5 ft. gauge converted to standard gauge. As the Japanese progressively proceeded to wrest control over much of northern China the railways were absorbed into a joint venture (1939) with the SMR which was designated as the N. China Railway (a.k.a. " North China Transportation Co." 华北交通) with its secretariat in Beijing . *Note re : a) 1932 (the Chinese claimed to have finished building this line in late 1930, not long before losing control to the Japanese)
Hainan Island : Yulin - Peili Branch lines a) Liusiang - Sanya port b) Tientu - Anyu c) connecting line d) Paso - Shilu iron ore mine line		Yulin port (Sanya) - Beili <i>Liuxiang - Sanyagang</i> <i>Tiandu - Anyou</i> <i>Xijian lianluoxian</i> <i>Basuo - Shilu</i>	榆林港 (三亚) - 北黎 支线 a) 六乡 - 三亚港 b) 天独 - 安游 c) 汐见联络线 d) 八所 - 石碌	3ft. 6in. 1067 mm {US.}, {Jp.}	1939 - 1943	The railway on Hainan Island was first planned by the Guangdong provincial government in 1937 with a view to strengthening defences around the island. Loan contrcats were drawn up with the British (B & C Corporation) and surveys conducted in 1937. Some preliminary earthworks had started almost immediately but in 1939 the Japanese invaded and occupied the island before the line could be completed. During the war the Japananese built several sections of the planned line using 3ft 6 in. gauge (the usual Japanese standard)

MAP 33

MAP 34

XXXXXX						
Miscellaneous Industrial ryls. a) Port Arthur military line b) Kiangnan Arsenal c) Hanyang Iron Works d) Taikoo Dockyard e) Dairen Port Railway f) Nanking-Pukow Train Ferry		a) <i>Lushun</i> b) <i>Jiangnan</i> , Shanghai c) <i>Hanyang (Wuhan)</i> d) Hong Kong e) <i>Dalian</i> docks f) <i>Nanjing - Pukou</i>	旅顺 江南机器制造总 汉阳铁厂 (武汉) 香港 - 太古船塢 大连港 f) 南京 - 浦口	a) prob. 600mm b) 2ft (610mm) c) b) 1435 mm d) 1435 mm e) 1435 mm f) 1435 mm	a) c.1884 b) 1891 (1st loco.) c) c. 1905 d) c.1910 - 1920 e) 1920 - 1942 f) 1932 - 1933 INF-43- Kiangnan Ars. INF-39- Train Ferry	a) Deceauville system of track laid to artillery fortifications. Ex-Wusong Rly locomotives used. b) Engine constructed in-house by T. Bunt (Br.) who was superintendent at the arsenal. c) mainly German engineers & locomotives. d) British engineers. e) contracted to the SMR Japanese engineers f) The ferry was built in Britain by Swan- Hunter, Newcastle-on-Tyne. Consulting engineers : Sir Alex. Gibb & Partners (Br.)
General Maps of China Railways						
War Office 1910 MAP 41						
Political Map of Rlys. 1915 MAP 34						
US Dept of Commerce 1918 MAP 42						
Les Chemins de Fer Chine 1937 MAP 43						

IMPERIAL RAILWAYS

OF

NORTH CHINA

AND CONNECTIONS.

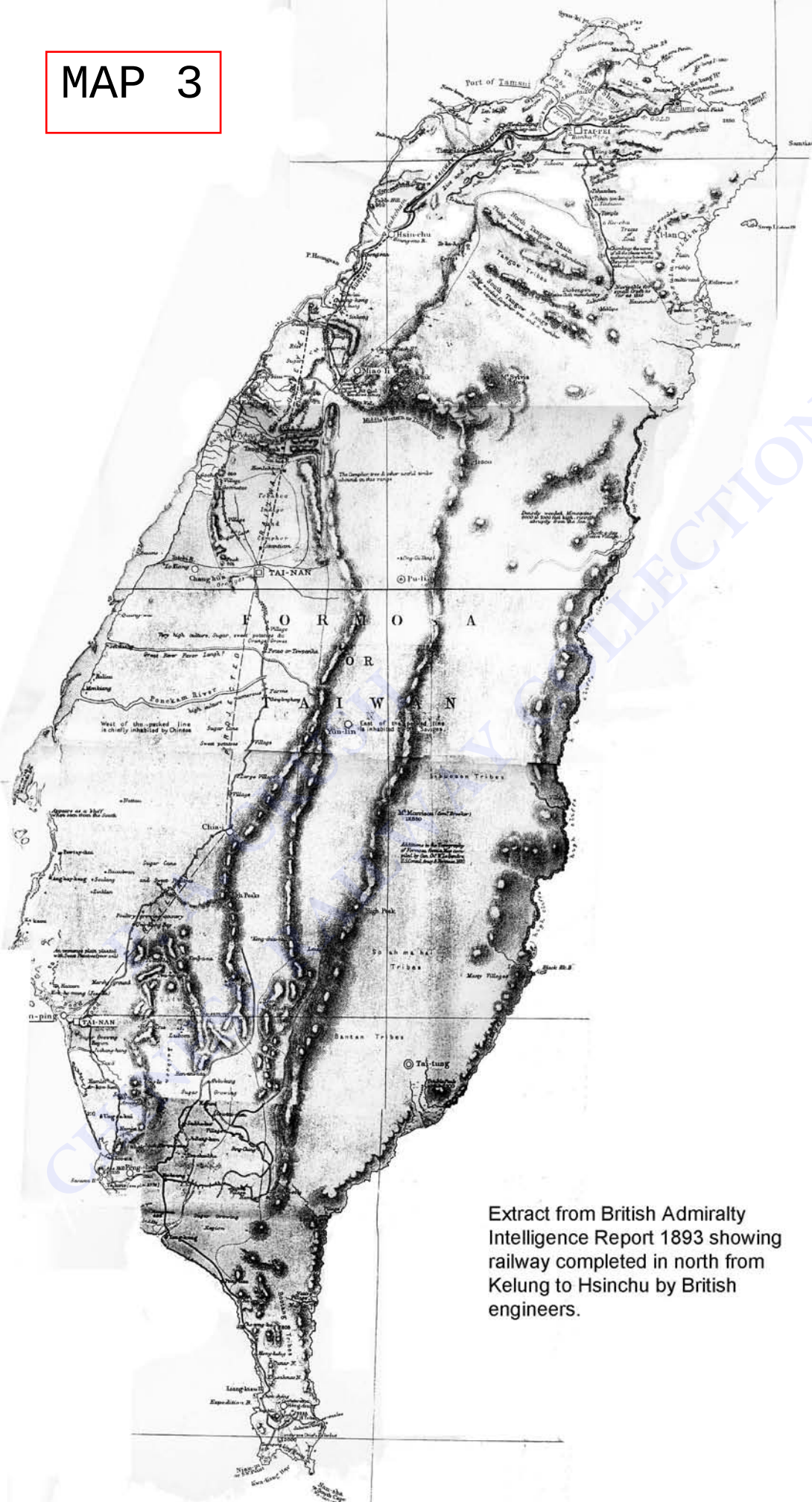
关内外铁路

和连接线

MAP 2



MAP 3



Extract from British Admiralty Intelligence Report 1893 showing railway completed in north from Kelung to Hsinchu by British engineers.

PEKING PALACE RAILWAY

Alternative Names:

1. Violet Light Tower
Railway 紫光閣鐵路
(Ziguangge Railway)

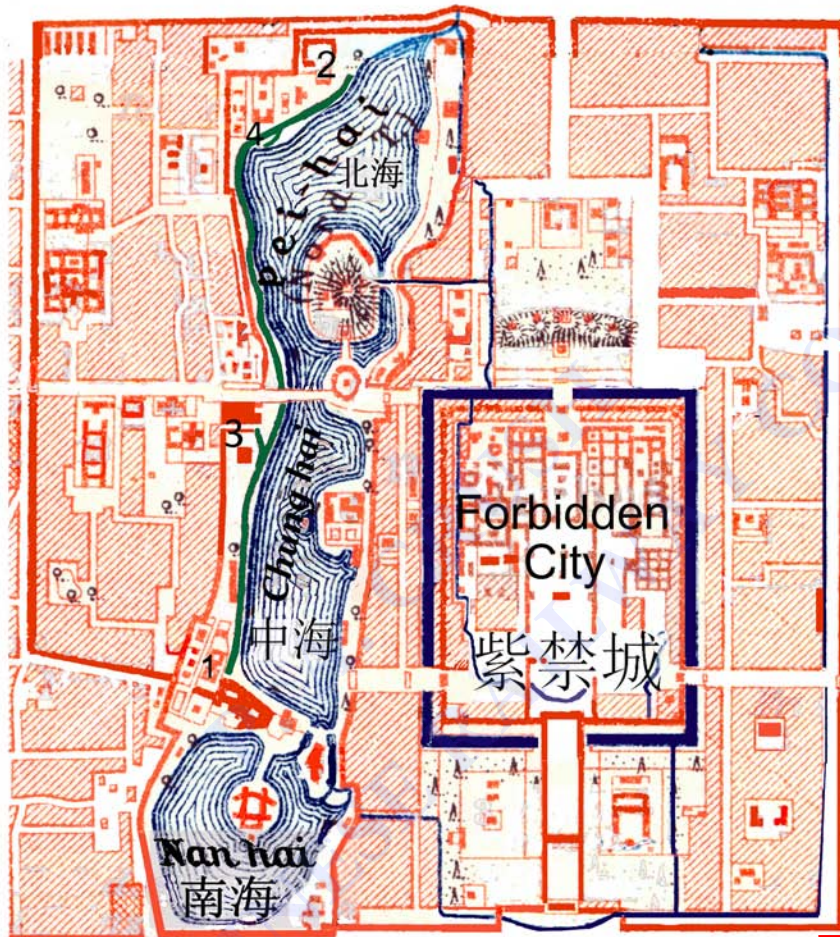
2. Xiyuan " West Park"
Railway 西苑鐵路

3. "Winter Palace Railway"

Contracted 1888. Partially
dismantled 1900 - 1901 by
foreign expeditionary forces.

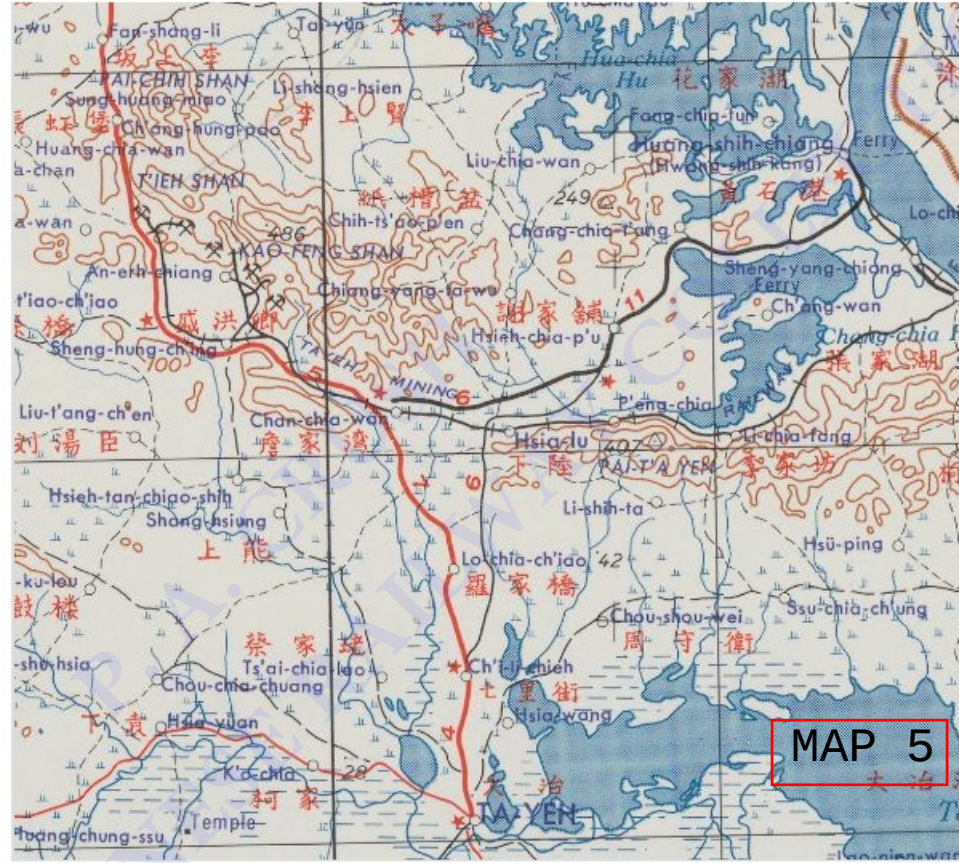
Palace Railway
(600 mm. gauge)

1. 瀛秀園火車站
2. 靜清齋火車站
3. 紫光閣側線跟車庫
4. 西天梵境側線
1. Yingxiuyuan station
2. Jingqingzai station
3. Ziguangge siding & depot
4. Heavenly King Temple siding



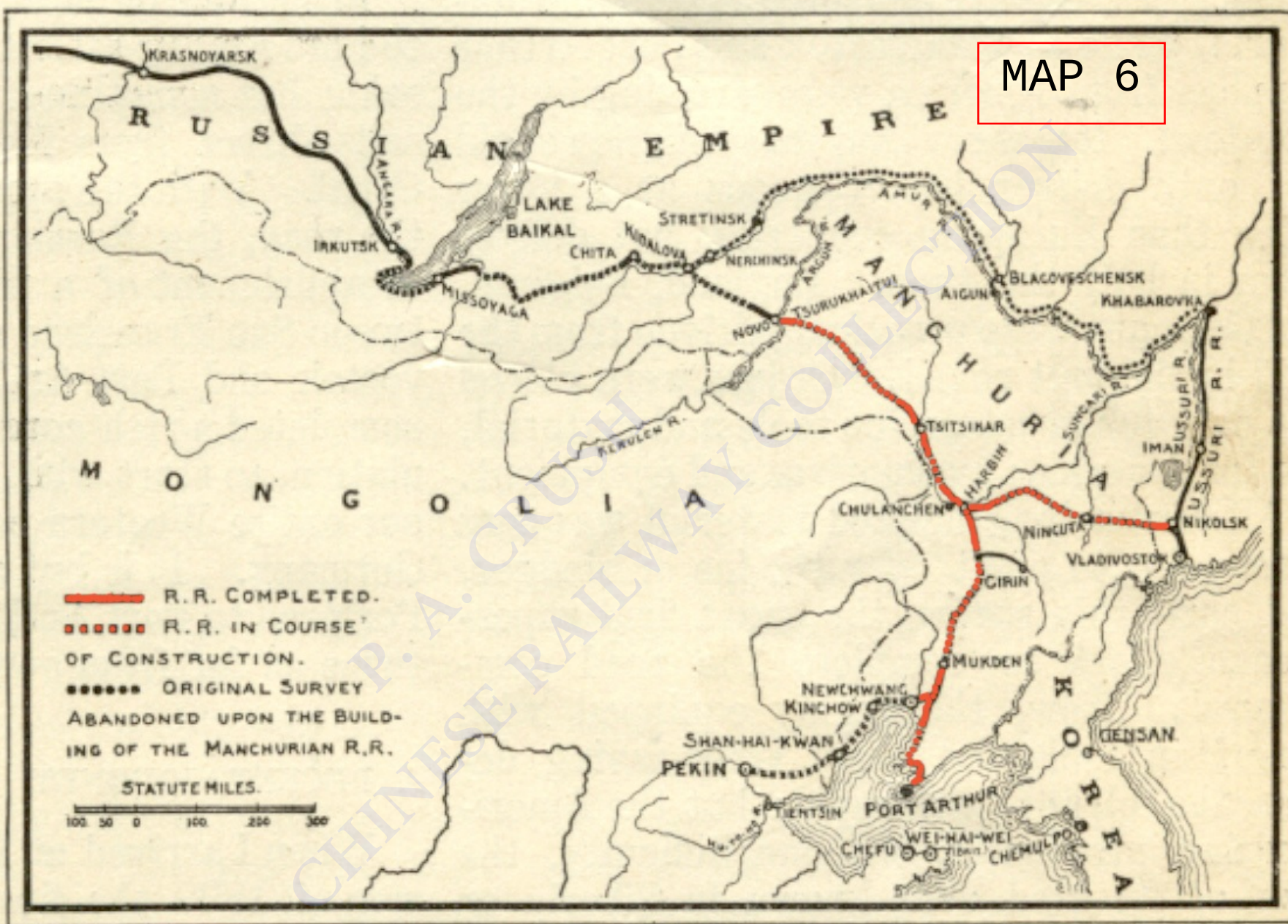
MAP 4

by P. A. Crush 2011

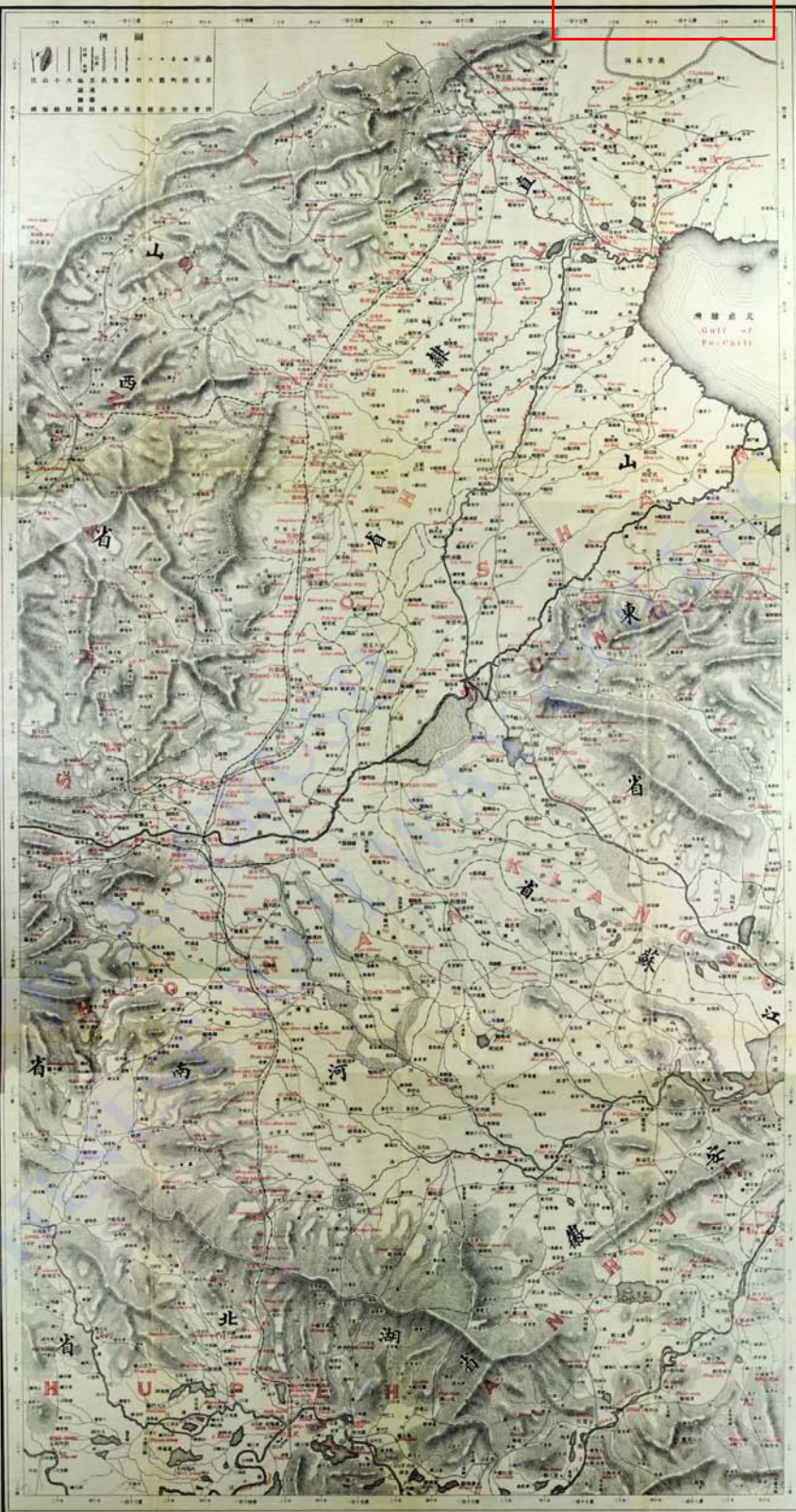


1900 MAP SHOWING PROGRESS OF CONSTRUCTION OF THE CER

MAP 6



A MAP OF THE CHINESE EASTERN RAILWAY AND THE CONNECTING PARTS OF THE TRANS-SIBERIAN RAILWAY.



Extract from Postal Atlas of China 1919

MAP 9





ROUTE OF THE CANTON - SAM SHUI RAILWAY

(Based upon the 1919 Postal Atlas of China)

粵漢鐵路

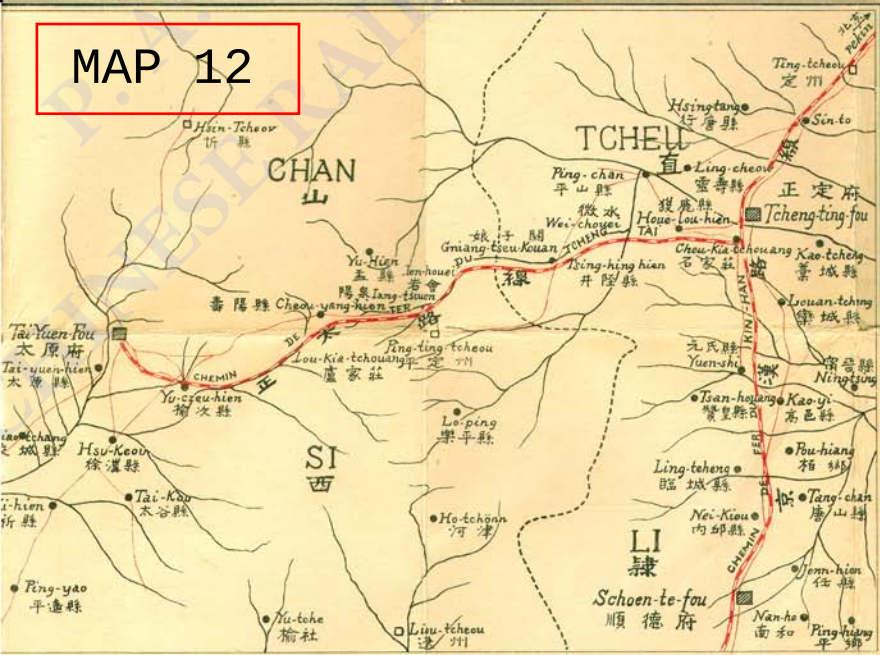


P.A. Crush



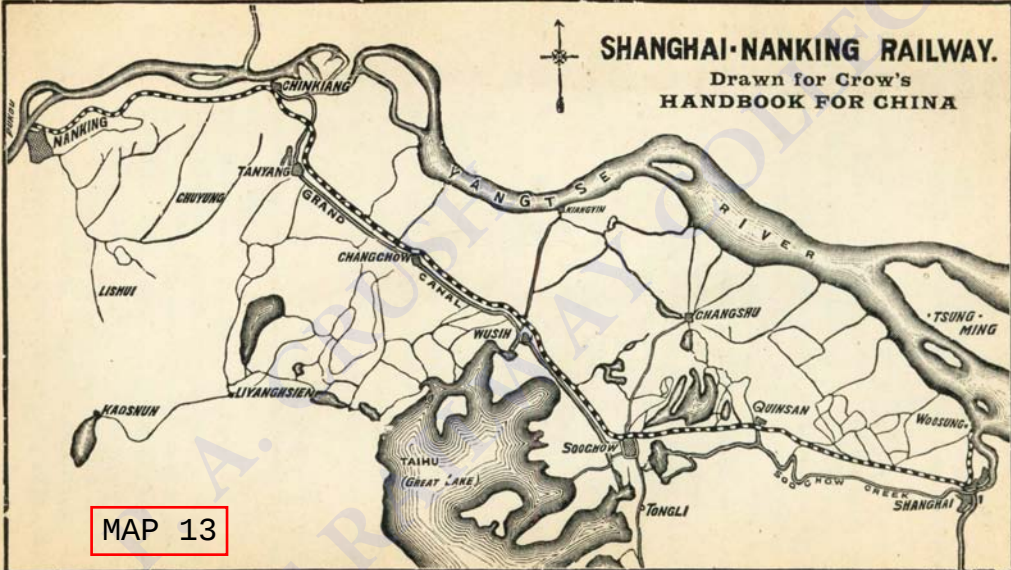
(Reproduced with permission from the P.A. Crush Chinese Railway Collection)

MAP 12



SHANGHAI-NANKING RAILWAY.

Drawn for Crow's
HANDBOOK FOR CHINA



MAP 13

SWATOW

頭 汕

Scale: 1:7500

Japanese Ri

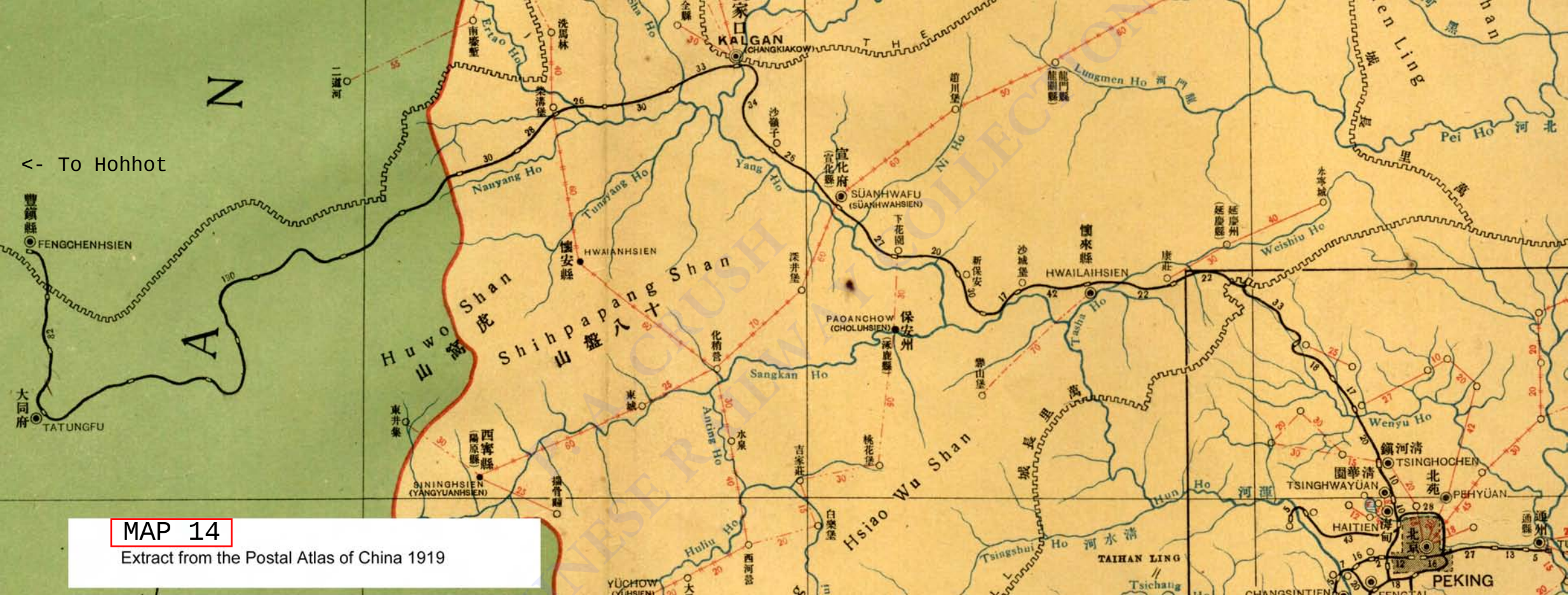
Chinese Li

English Mile

Kilometre



MAP 14



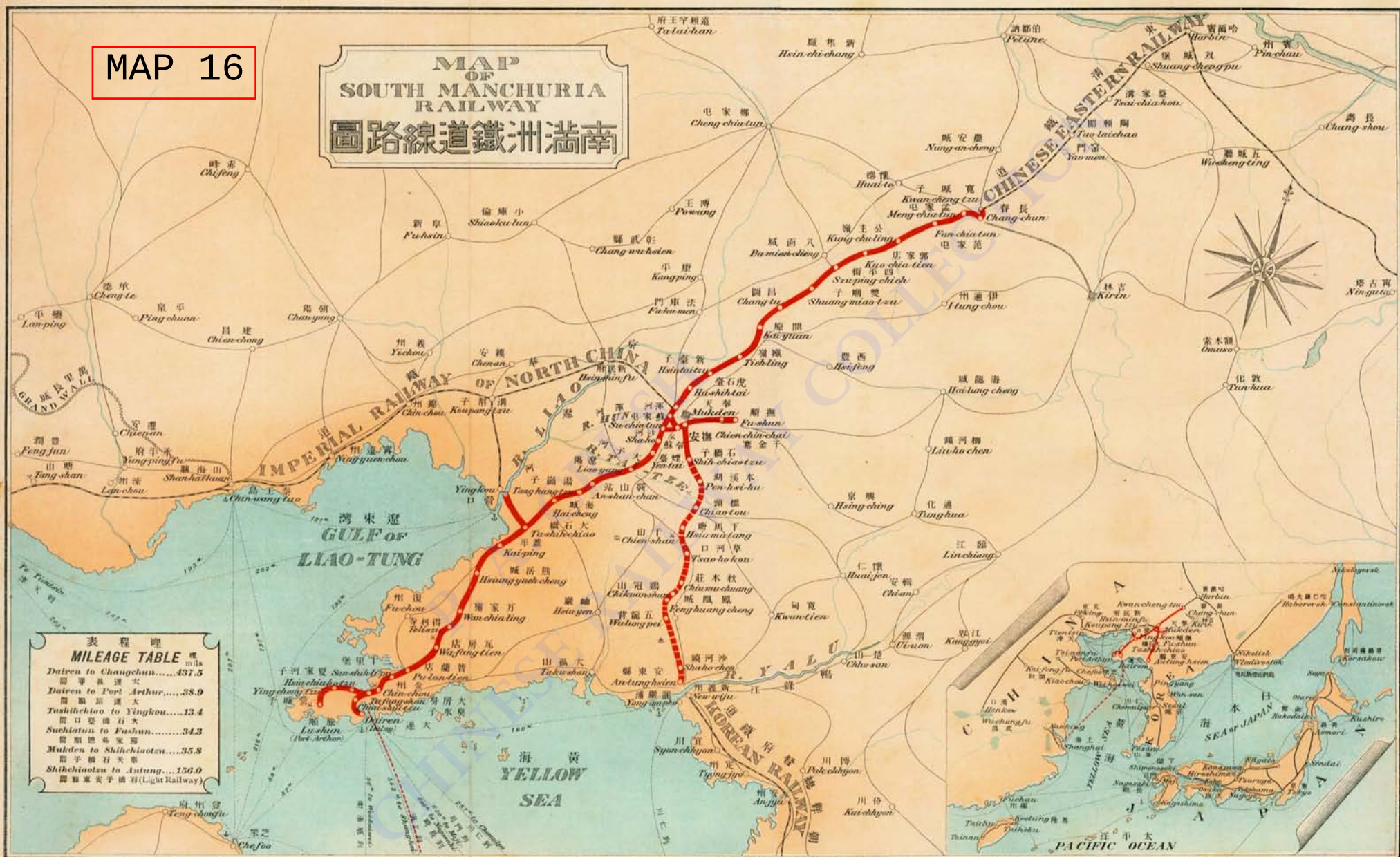
<- To Hohhot

MAP 14

Extract from the Postal Atlas of China 1919

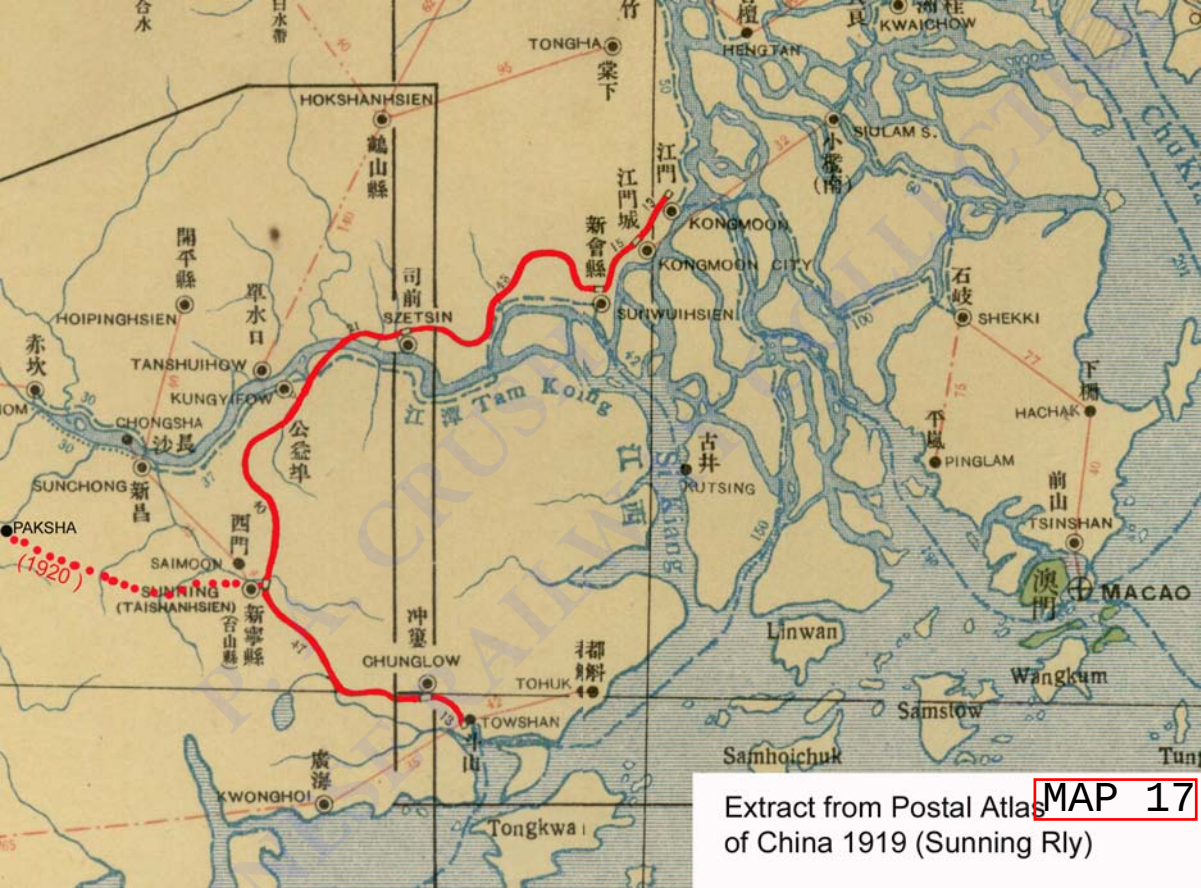
MAP 16

MAP OF SOUTH MANCHURIA RAILWAY 圖路線道鐵洲滿南

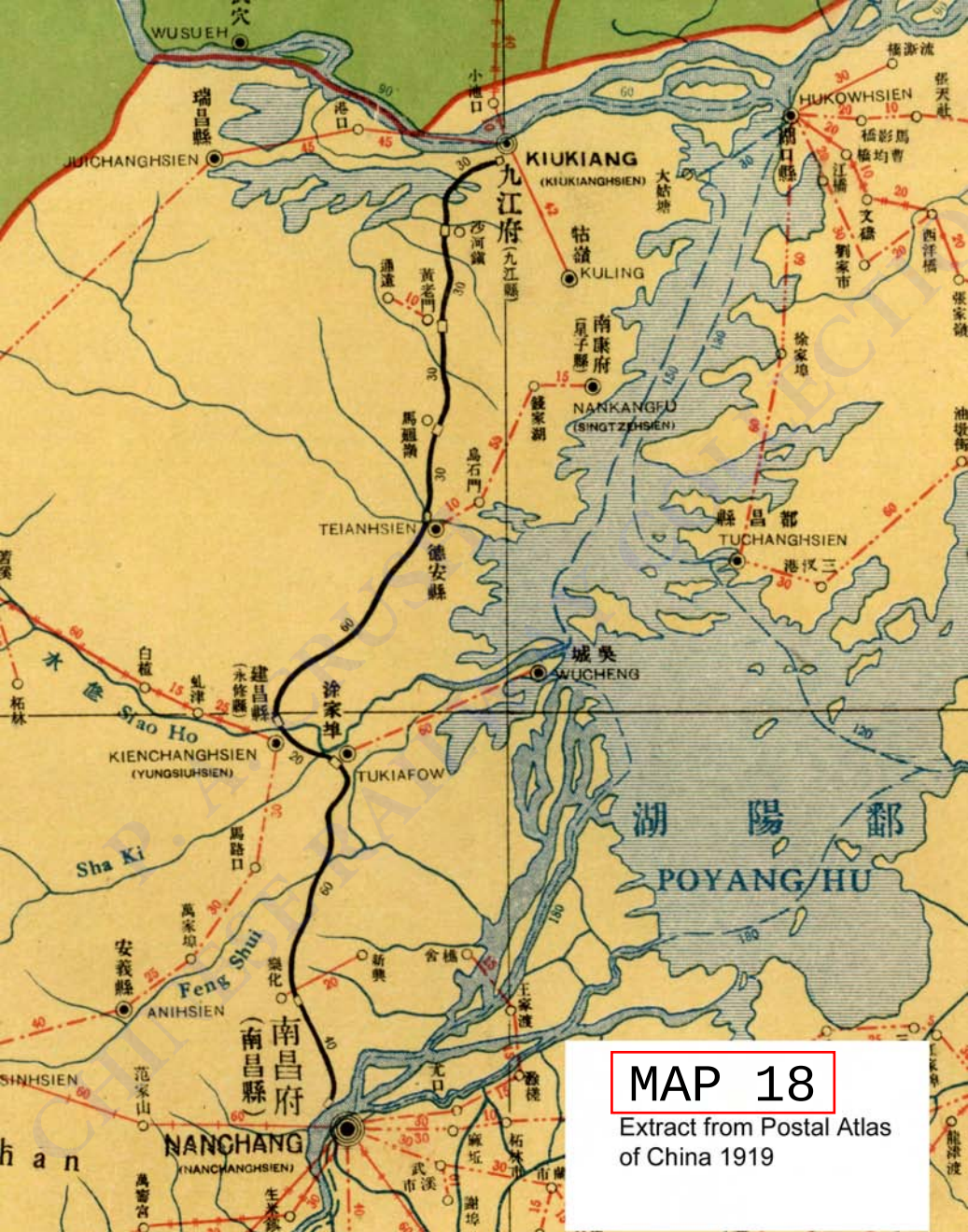


表程哩 MILEAGE TABLE

Dairen to Changchun.....	437.5
Dairen to Port Arthur.....	38.9
Tushichiao to Yingkou.....	13.4
Shichiao to Fushun.....	34.3
Mukden to Shichiao.....	35.8
Shichiao to Antung.....	156.0



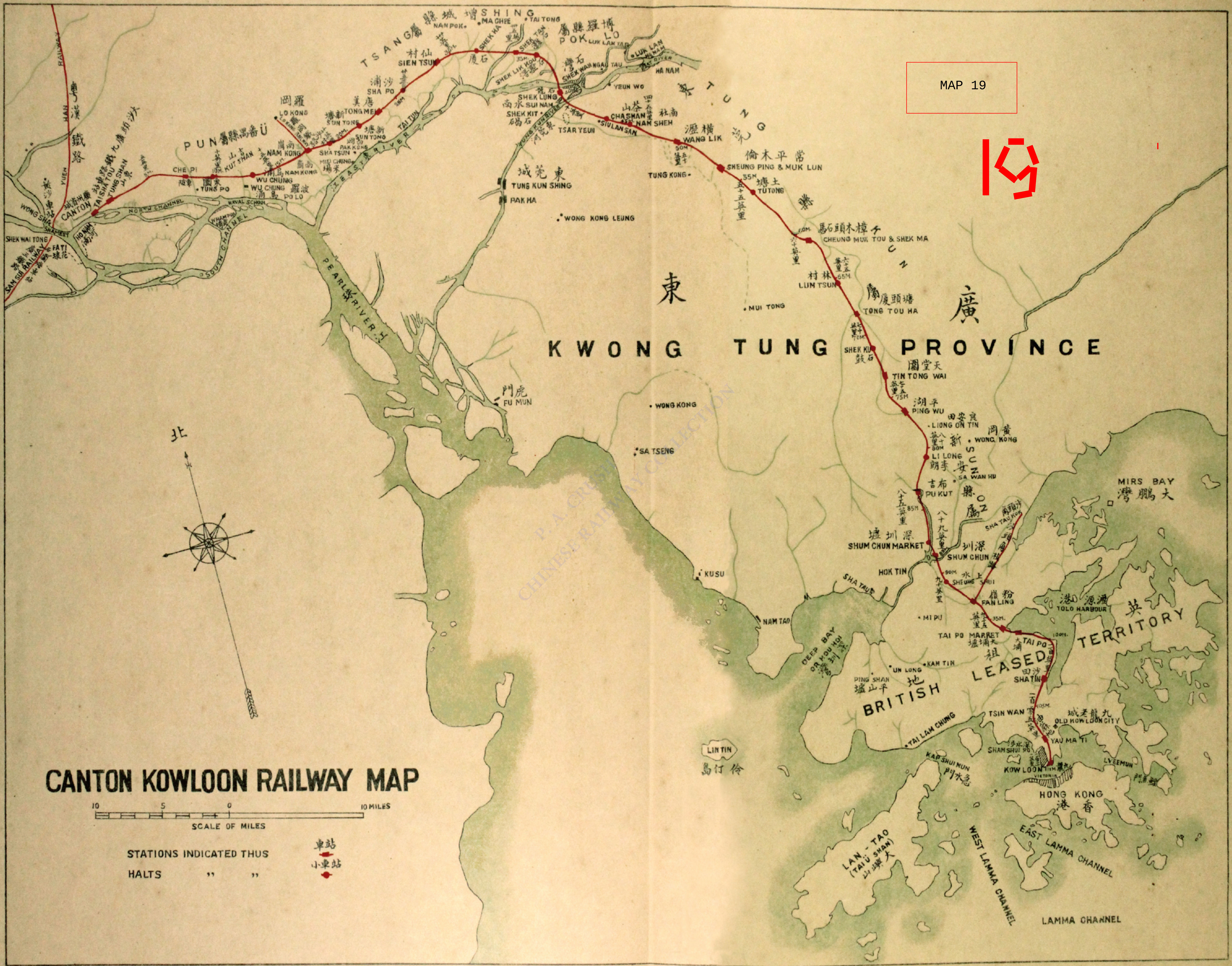
Extract from Postal Atlas **MAP 17**
of China 1919 (Sunning Rly)



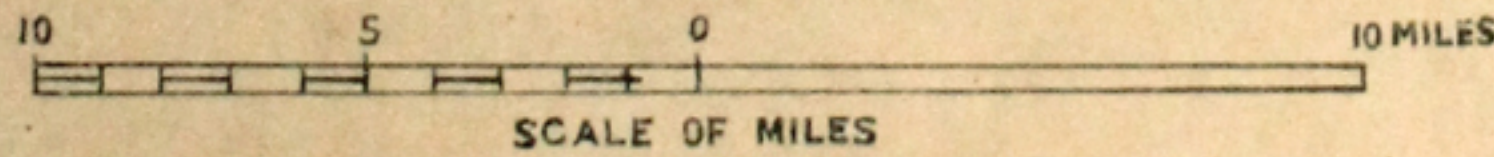
MAP 18

Extract from Postal Atlas
of China 1919

19

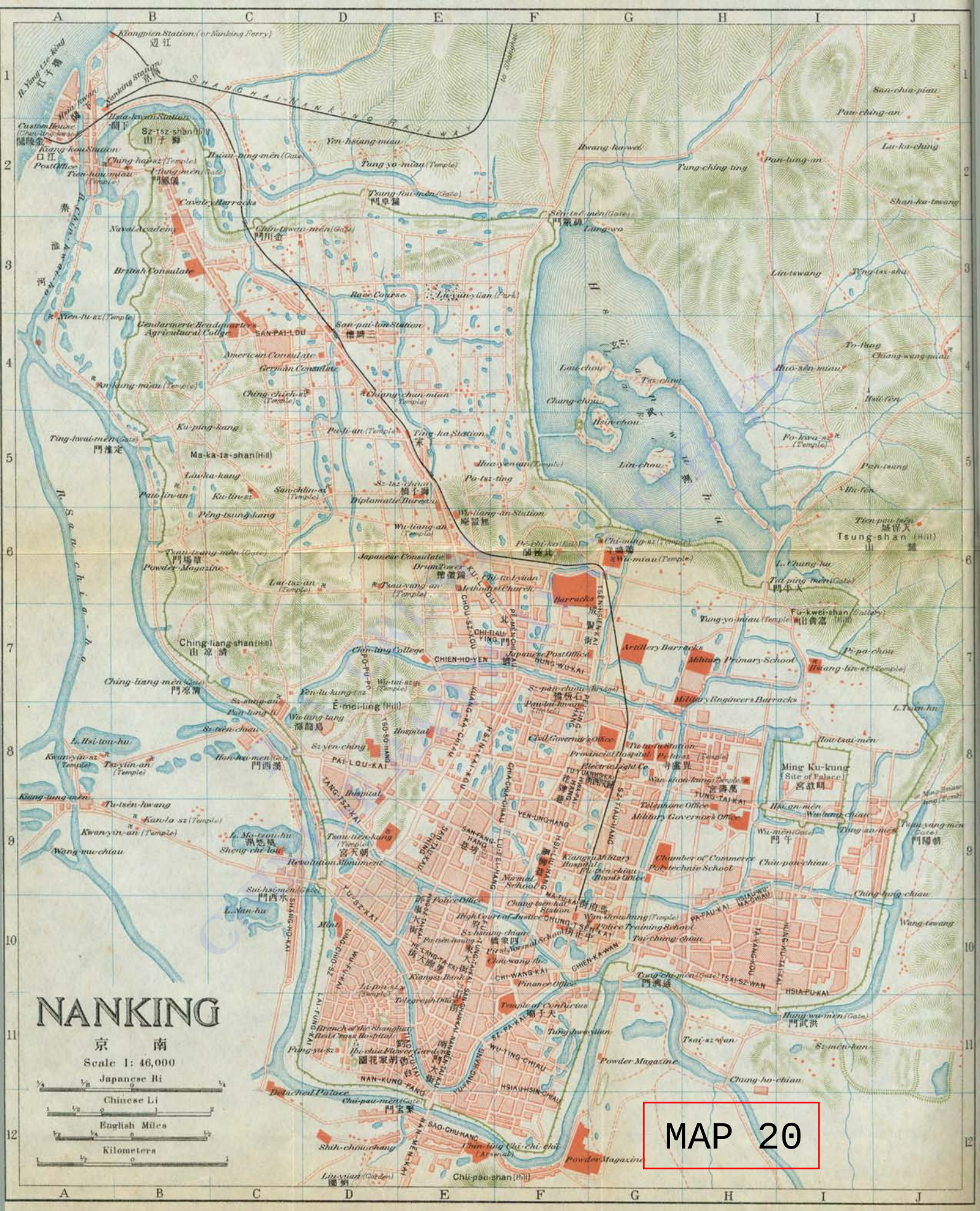


CANTON KOWLOON RAILWAY MAP



STATIONS INDICATED THUS
HALTS " "

車站
小車站

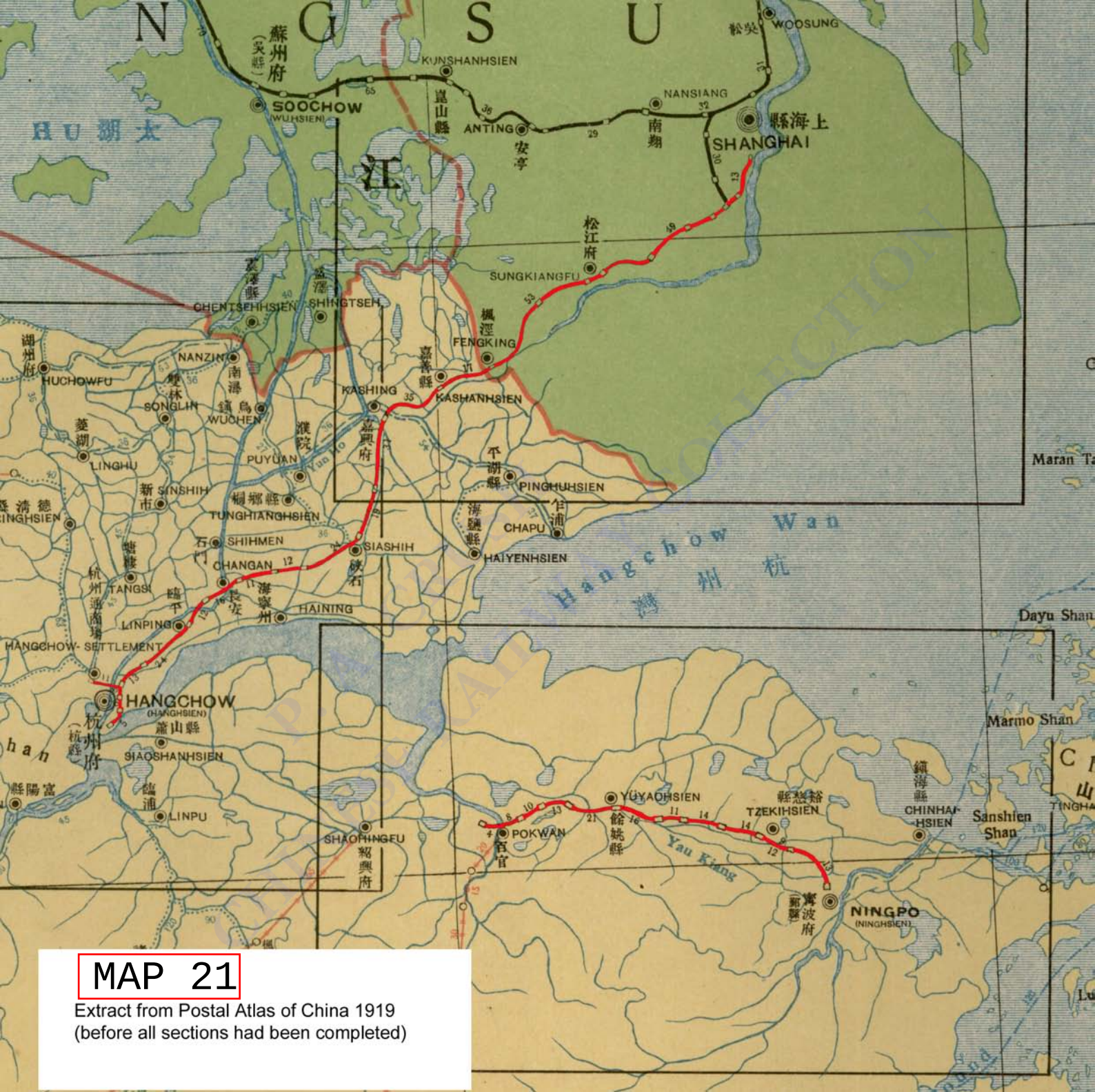


NANKING

京 南
Scale 1: 46,000



MAP 20



MAP 21

Extract from Postal Atlas of China 1919
(before all sections had been completed)



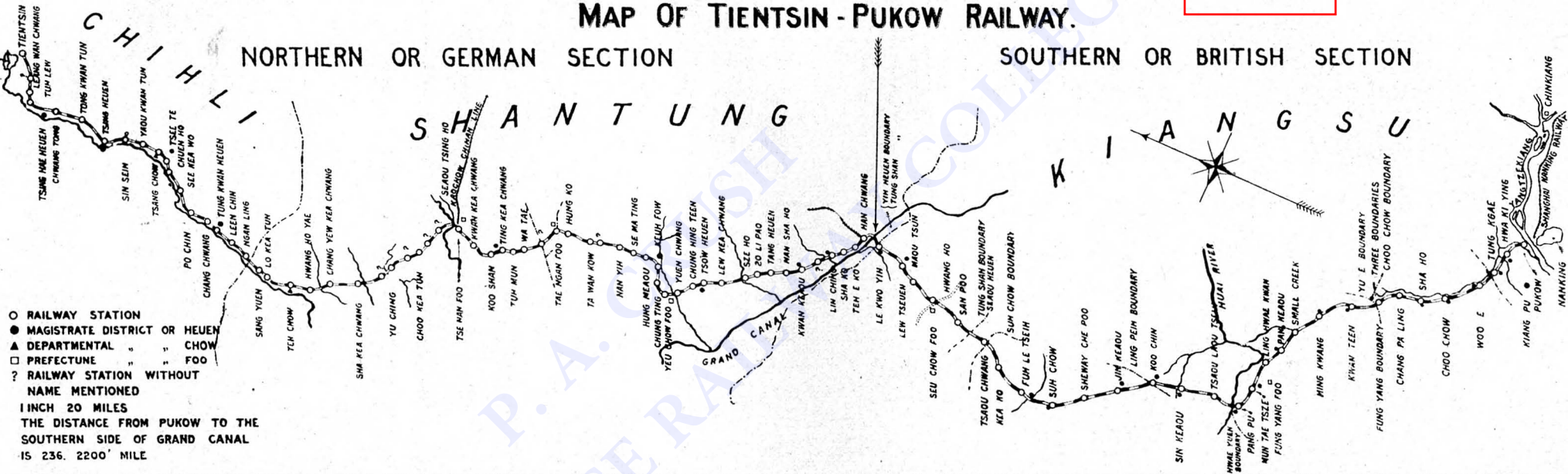
MAP OF TIENTSIN - PUKOW RAILWAY.

NORTHERN OR GERMAN SECTION

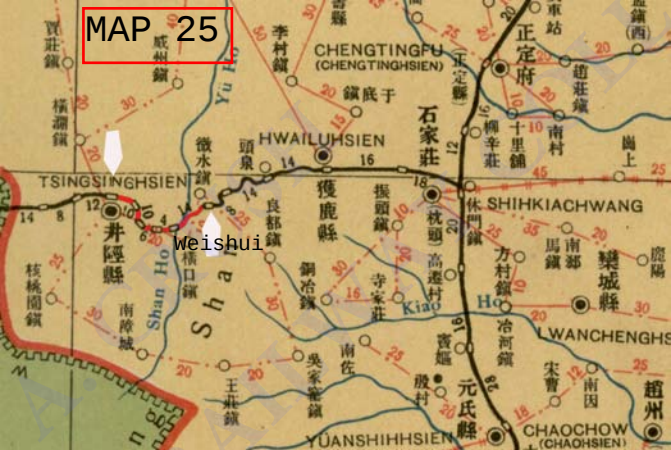
SOUTHERN OR BRITISH SECTION

SHANTUNG

KIANGSU

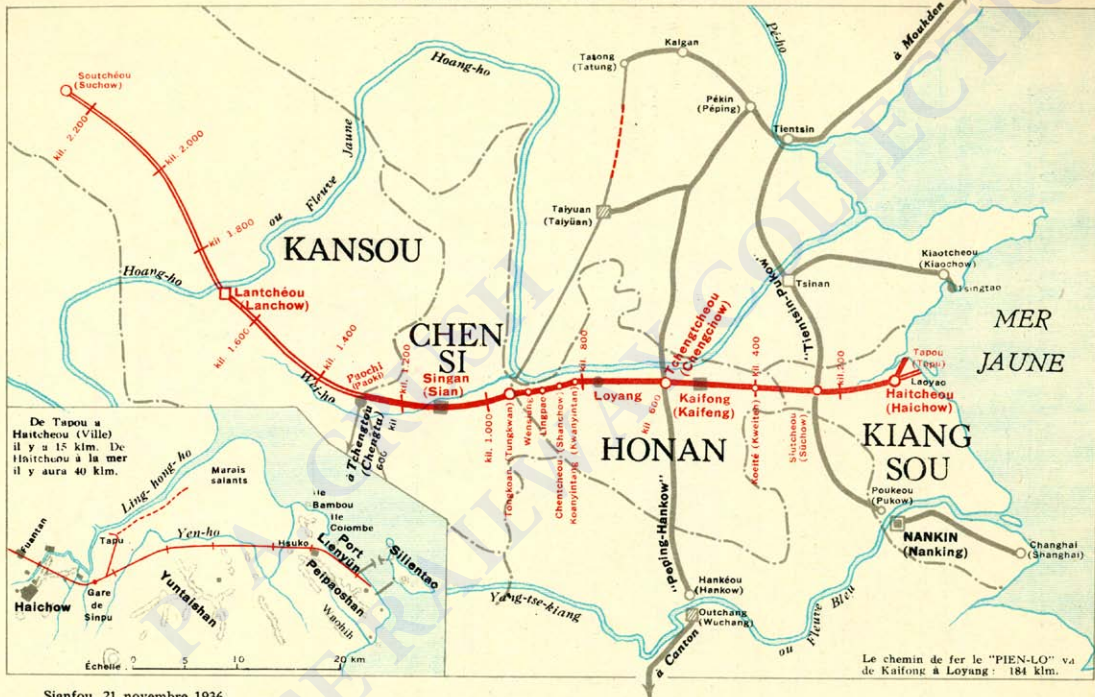


MAP 25



Le "LONGHAI" (Lunghai) 隴海鐵路

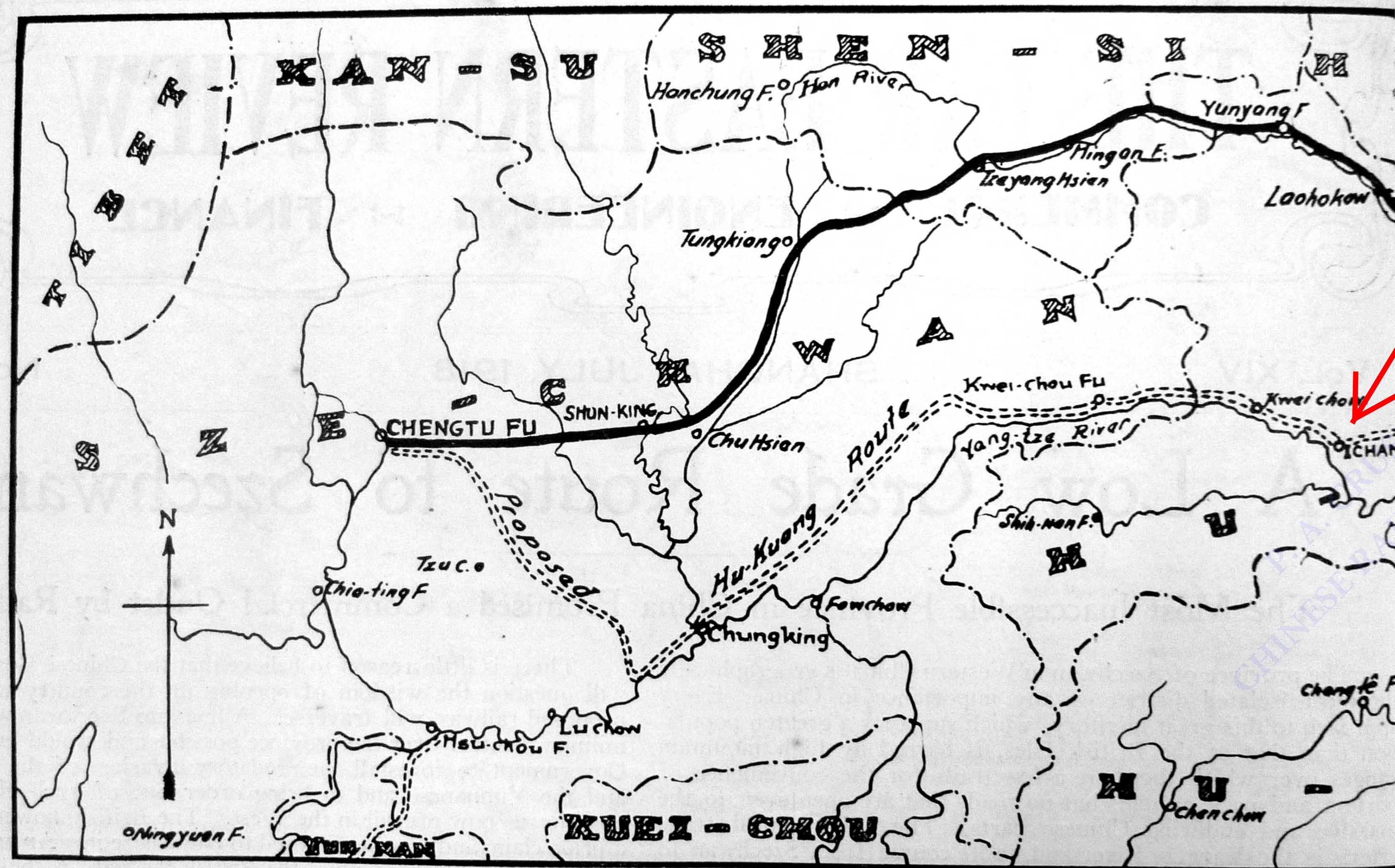
Échelle 100 50 0 100 200 300 400 500 kilomètres



Le chemin de fer le "PIEN-LO" va de Kaifong à Loyang : 184 km.

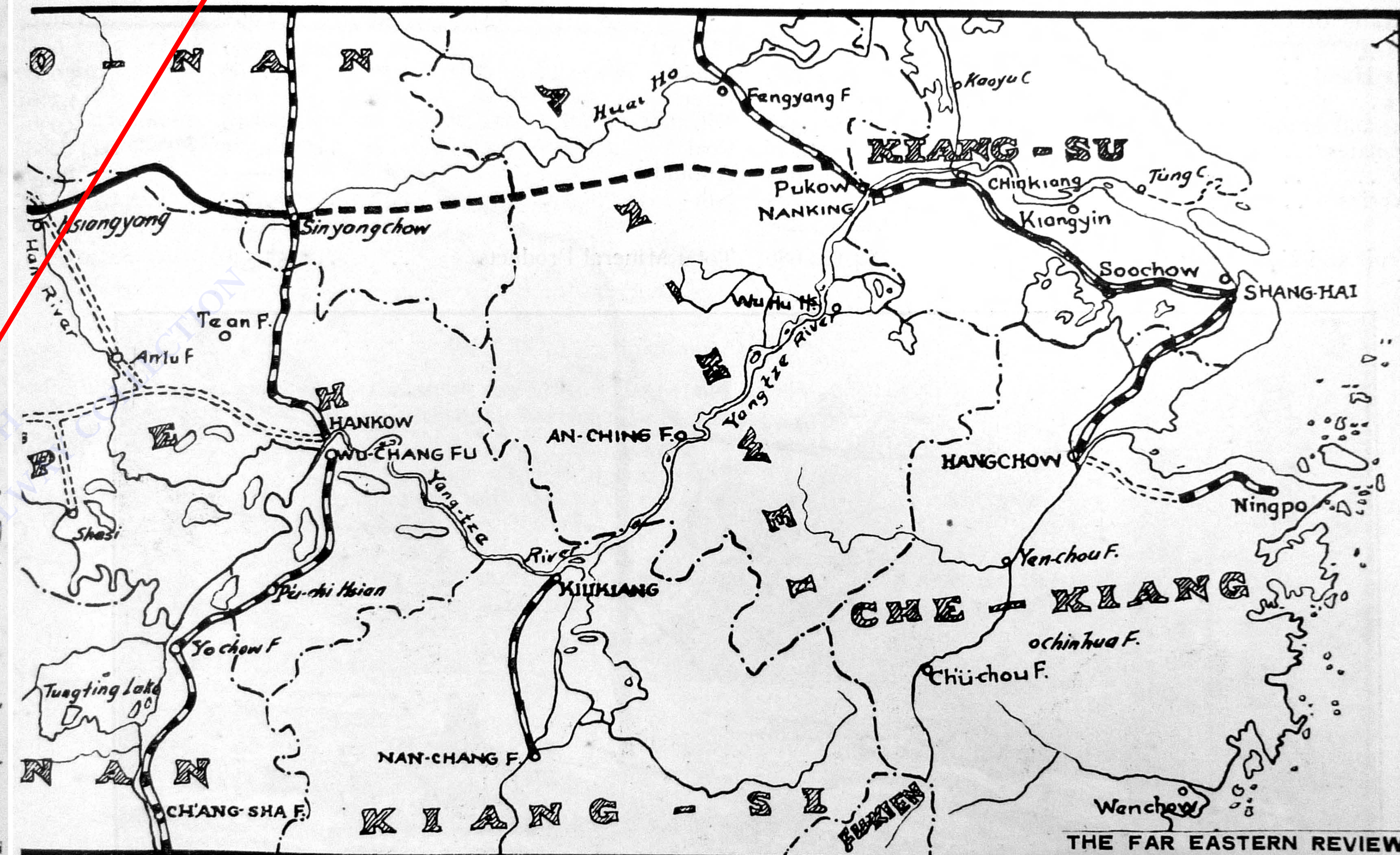
Sianfou, 21 novembre 1936.
A partir du 1^{er} décembre, le terminus occidental du Lunghai deviendra Paotchi au lieu de Sianfou. Les travaux se poursuivent sur la section Paotchi-Tchengtou.

MAP 26



PROJECTED RAILWAY TO CONNECT

The heavy black line roughly indicates the route of the projected railway to be built under contract with the Siems-Carey Railway and Canal and Chinese Corporation, work upon which was suspended shortly after the outbreak of war. The road between Nanking and Hankow in connection with the



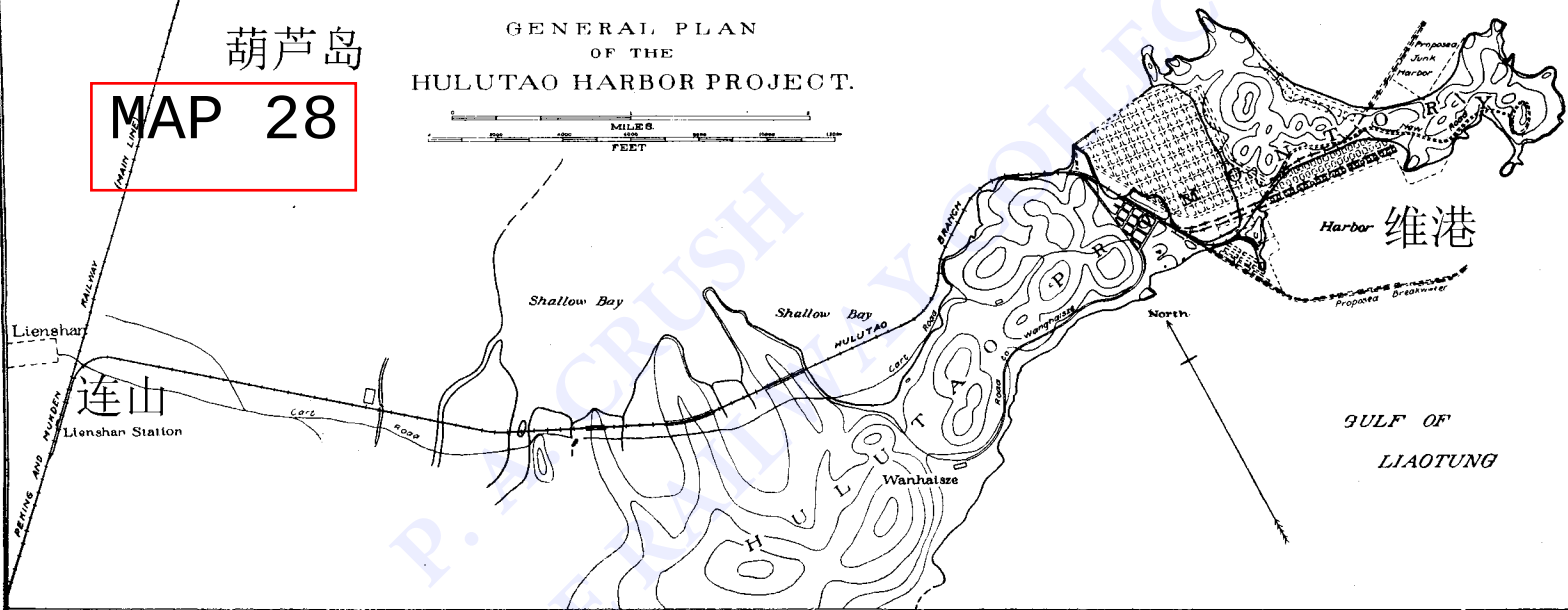
SZECHWAN WITH THE SEA

Company. The blocked line between Sinyangchow and north of Pukow, indicates the railway which is being built in agreement with the British and Chinese Corporation. The double dotted line running eastward from Hankow to Shanghai is projected in connection with the

葫芦岛

MAP 28

GENERAL PLAN
OF THE
HULUTAO HARBOR PROJECT.

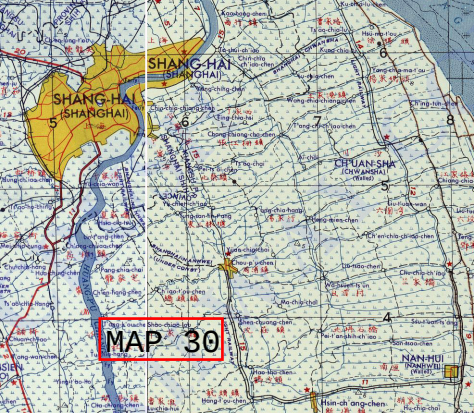




Liujiang Coal Rly.
terminus

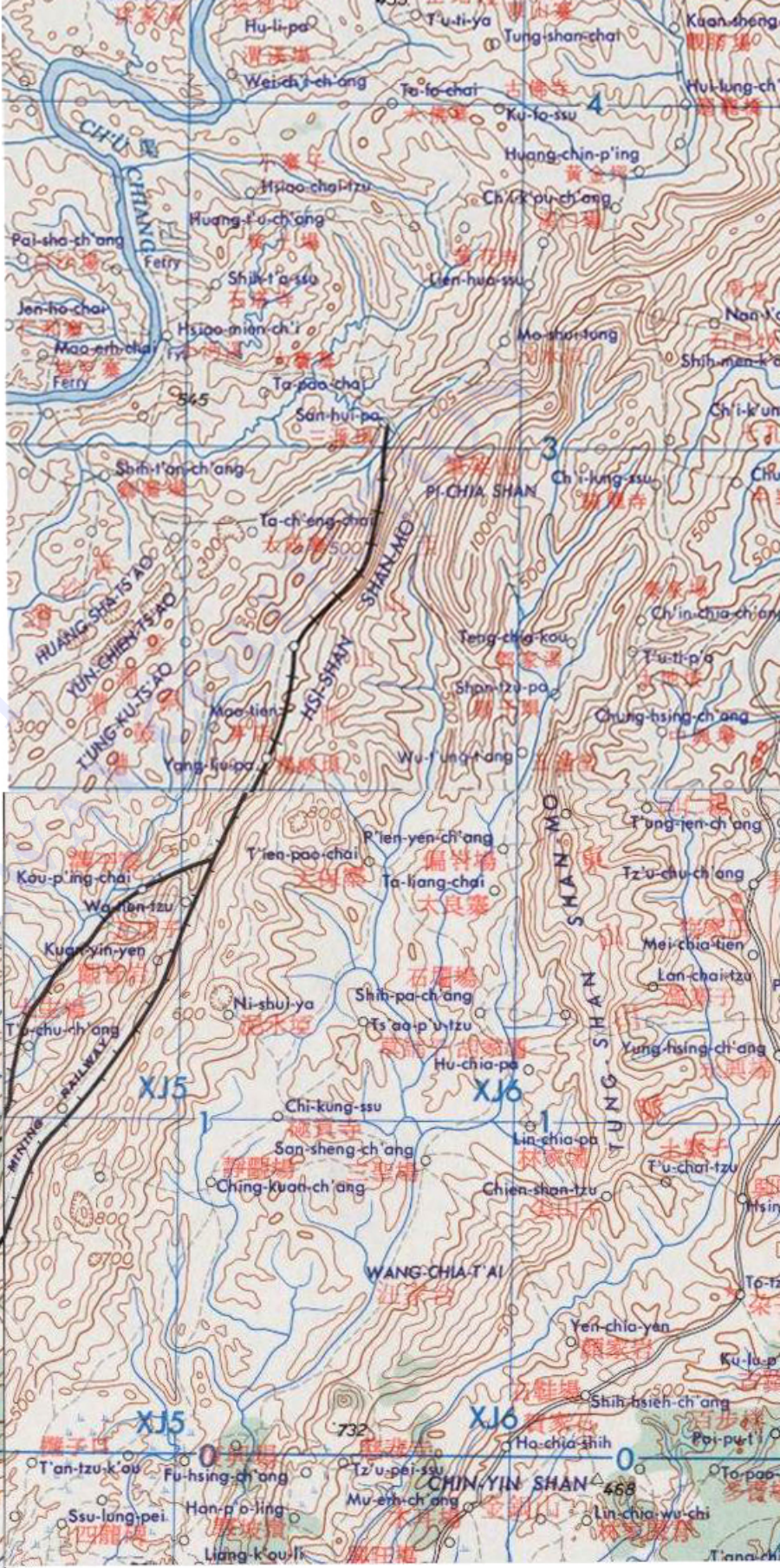
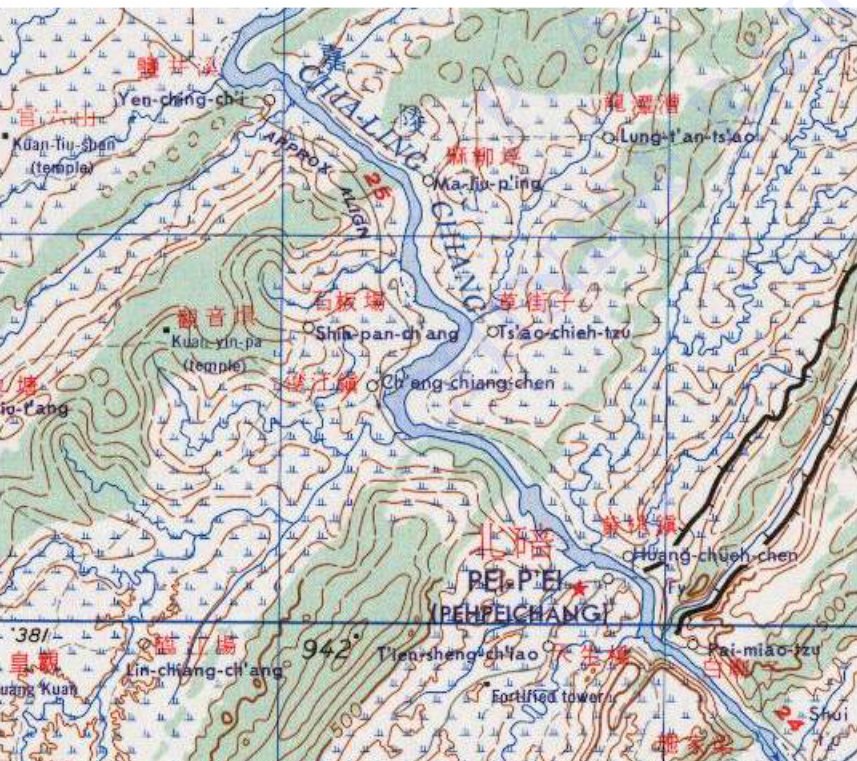
Chang Cheng
(Grt. Wall) Ryl.

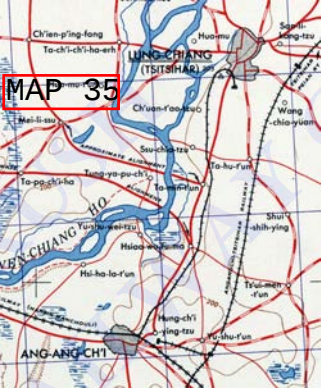
MAP 29



Peh-Chuang Railway (2ft gauge)
(North of Chongqing)

MAP 31

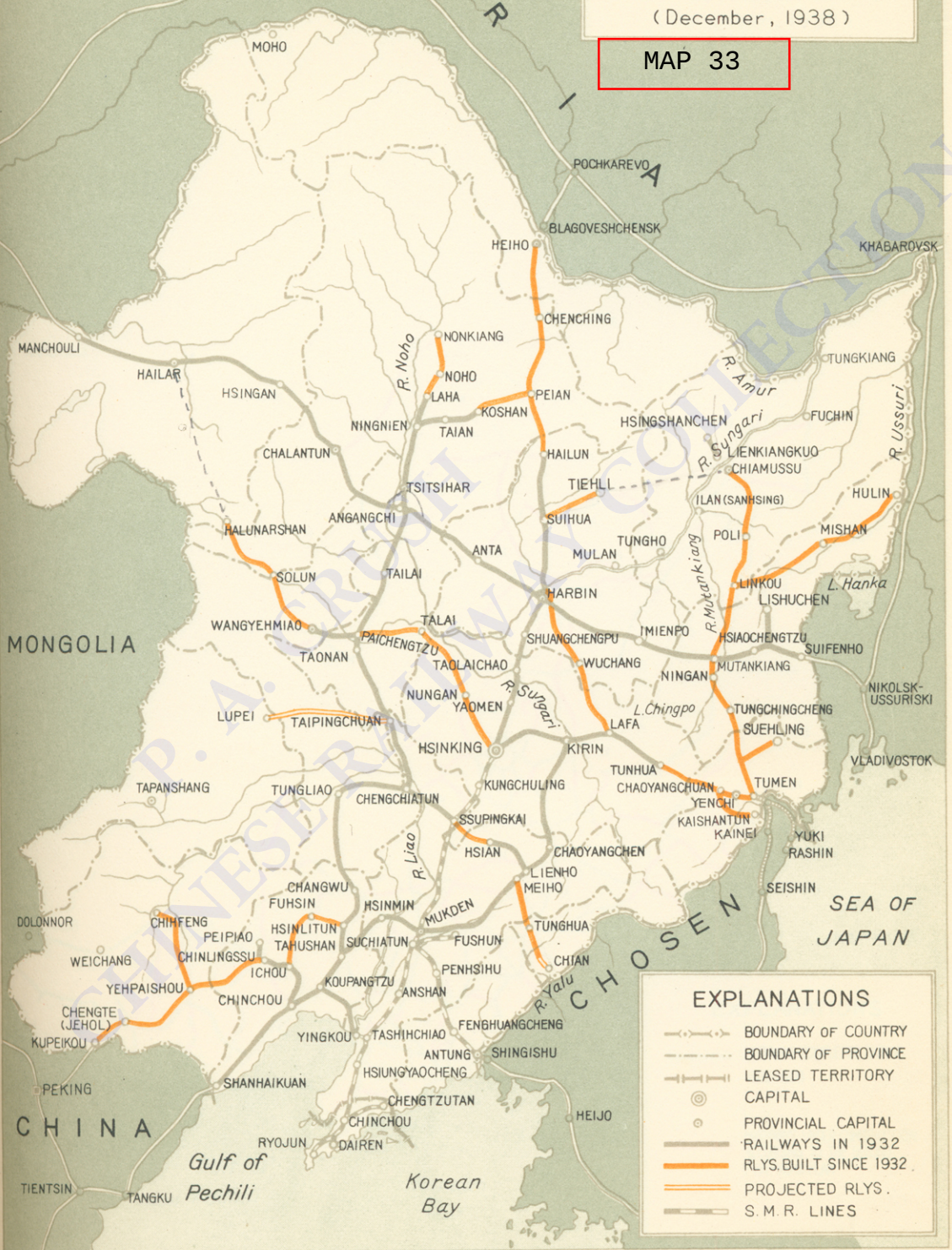




MAP 35

(December, 1938)

MAP 33



POLITICAL RAILWAY MAP OF CHINA

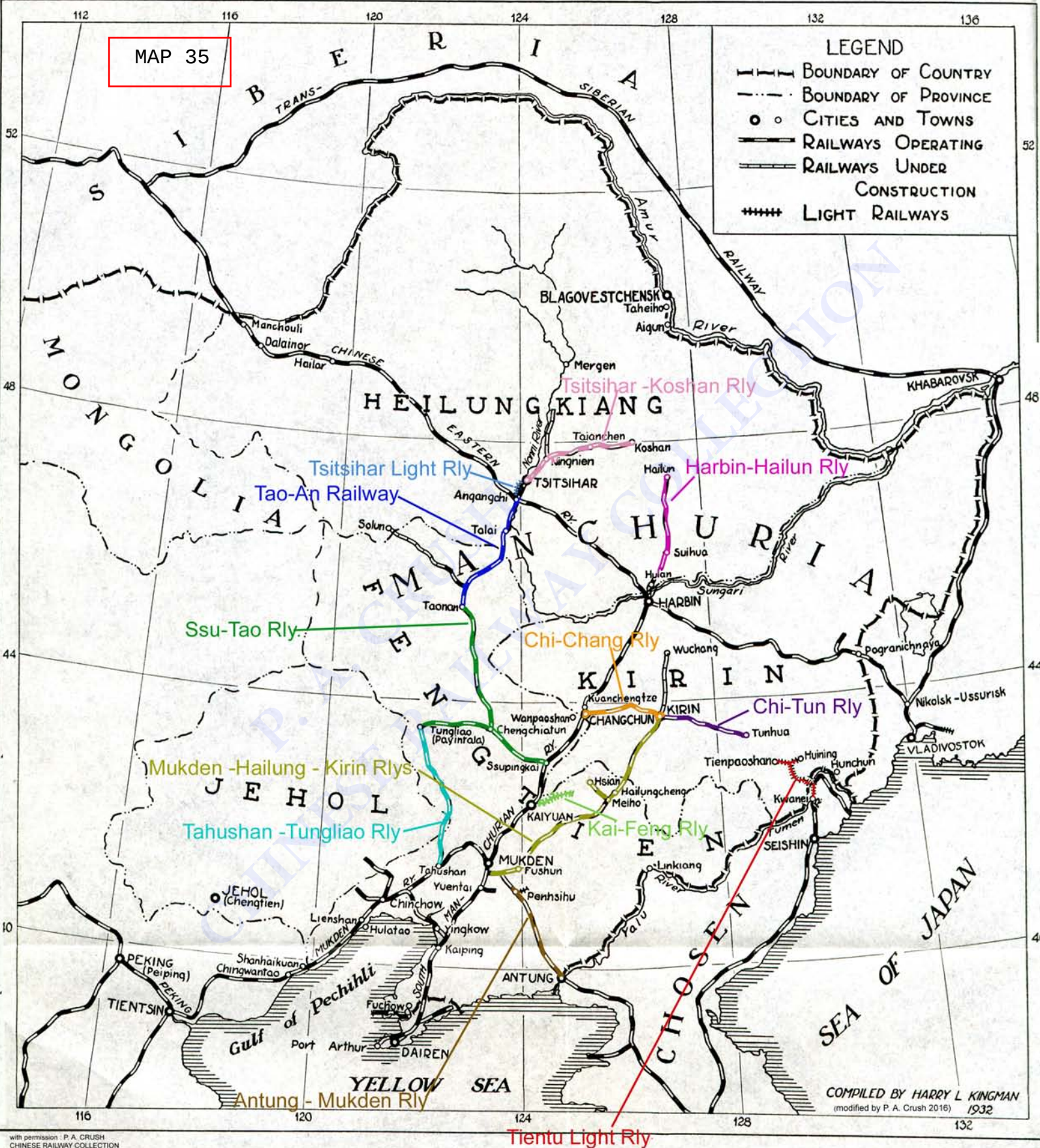


CONVENTIONAL SIGNS

- RAILWAYS IN OPERATION,.....
- UNDER CONSTRUCTION,.....
- CONTRACTED FOR,.....
- PROJECTED,.....
- FRENCH, BELGIAN AND RUSSIAN LINES,..... RED
- BRITISH LINES,..... BLUE
- GERMAN "..... BROWN
- JAPANESE "..... YELLOW
- AMERICAN "..... GREEN
- CHINESE "..... BLACK & WHITE

0 50 100 200 300
SCALE OF MILES

MAP 35





MAP 37

Peking / Beijing City Belt Line

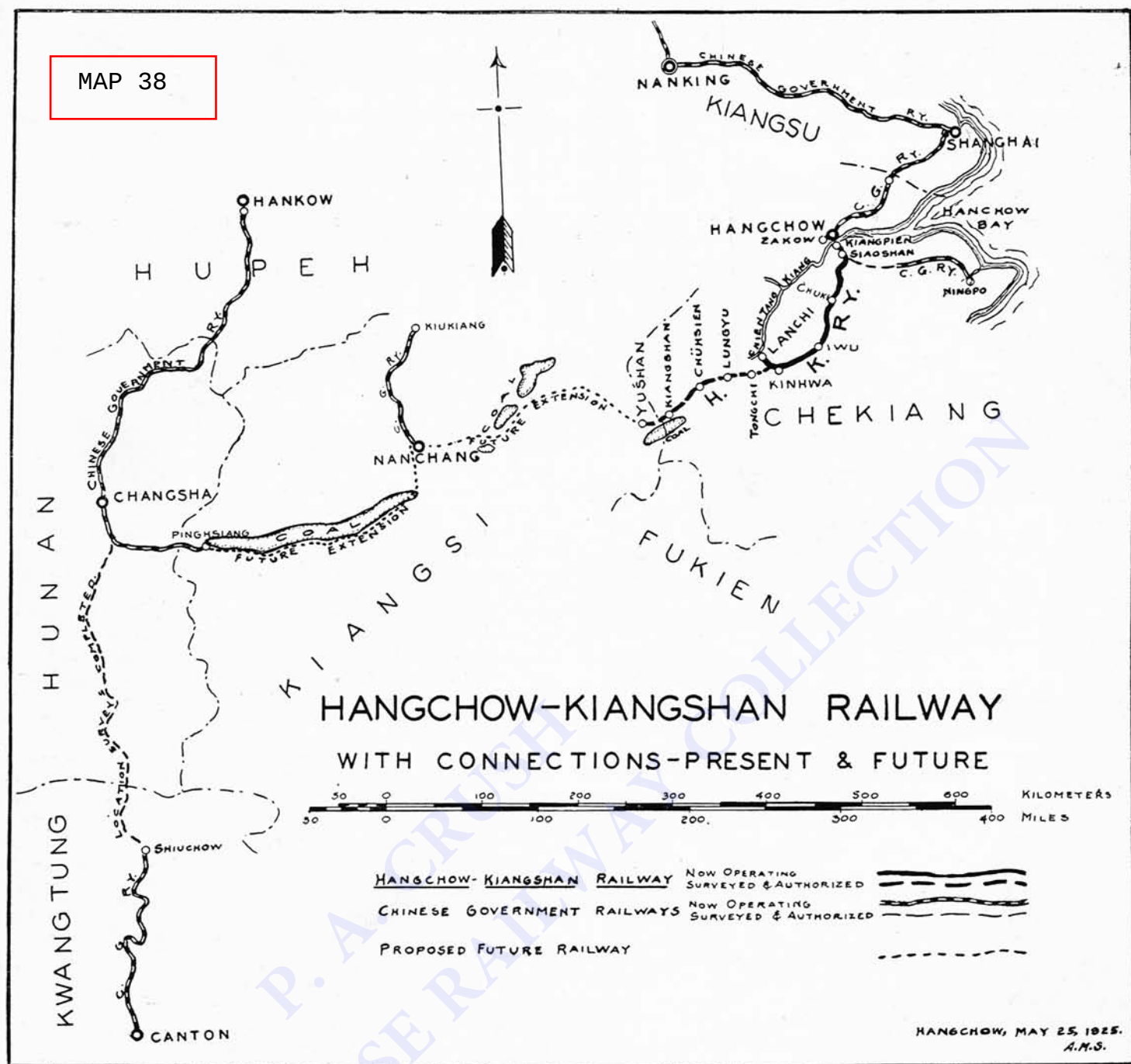


北 PEI-P'ING
平 (PEIPING)
AND VICINITY

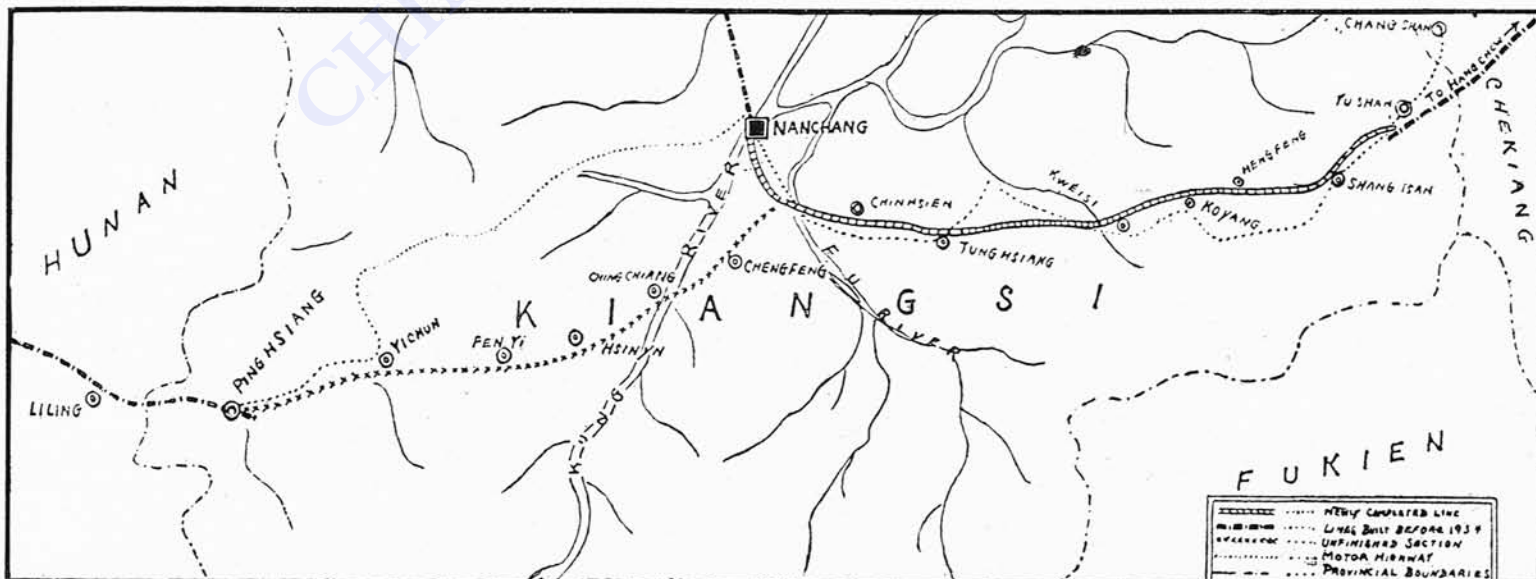
Scale 1:25,000 (Approx)

大湖 (晏村)
TA-HUANG (WUANG-THUNG)

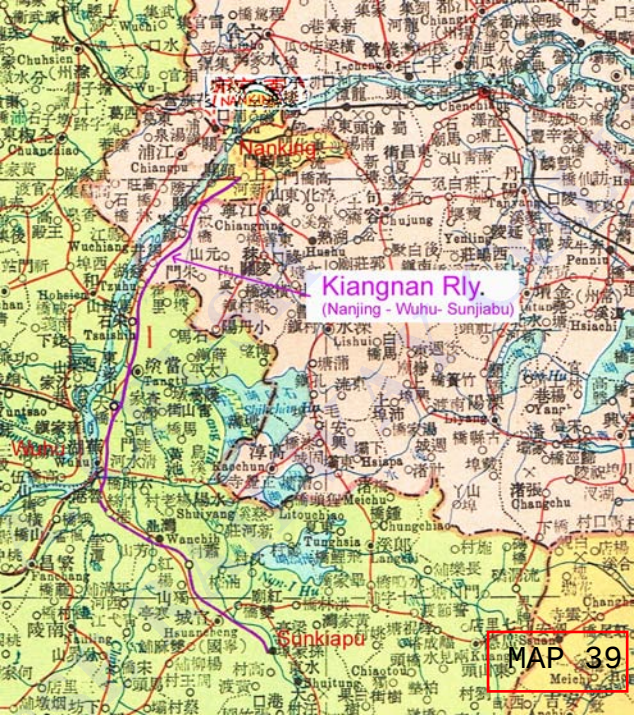
火 熊 (黃村)
FA-HSIUNG (HUANG-TSUNG)



Above: First section from Siaoshan built 1932. Below: Eastern section, Yushan - Nanchang completed 1936



Map of the Yushan-Nanchang Railway



Kiangnan Rly.
(Nanjing - Wuhu - Sunjiapu)

Sunjiapu

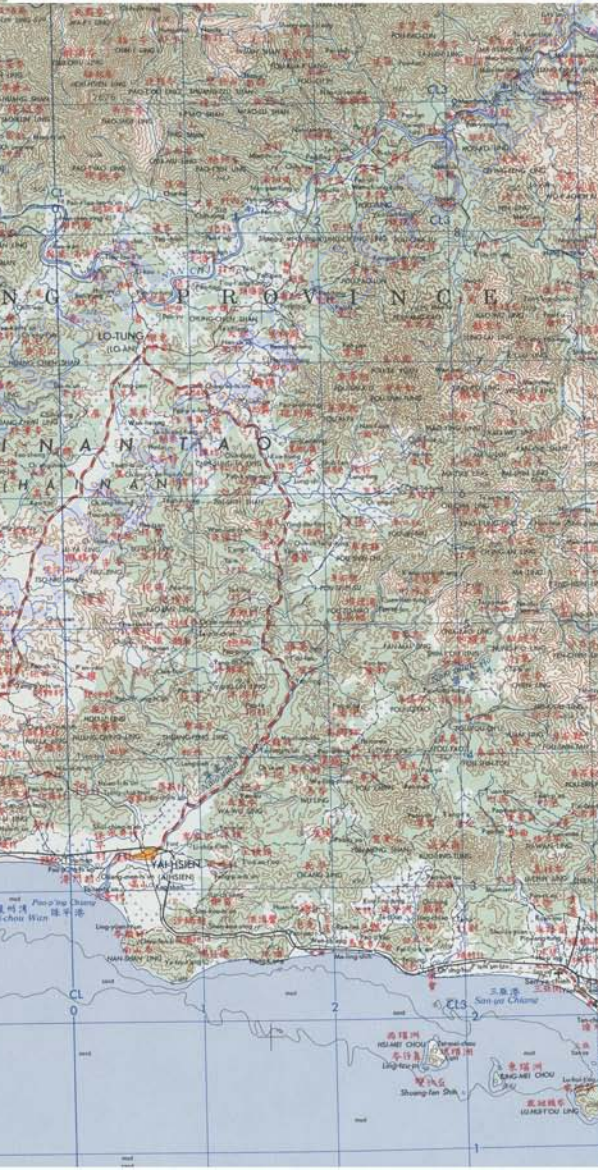
MAP 39



Hainan Island - Yulin - Peili - Sanya Rly

(pre 2nd World War) .

MAP 40



N.B.—Only a few projected lines have been inserted.

CHINESE

(Under control of the "Board of Communications" or of Provincial Companies)

Open to traffic & under construction.	Gauge.	Mile- age.	Chinese Name.	Remarks.
Peking-Tientsin-Mukden	4 1/2 ft.	83	Chin-Hing	Connects with South Manchuria Railway at Mukden.
Peking-Tientsin	—	188	—	Imperial Railway of North China.
Peking-Tsao-Li-Lu-Ying-t'ao	—	81	—	Chinese and British Engineers.
Kao-ping-Hsi-Lu-Ying-t'ao	—	—	—	Connects with South Manchuria Railway at Tsao-Li.
Peking-Hankow	—	753	Ching-han, Peking or Lu-han	German and French Engineers still employed.
Lang-hsing-Hsiao-Ts'ui Lo-Hsiao-Ghoo-shing-hai	—	—	—	Breach lines to lead coal mines. It is proposed to secure another branch from Mukden, 8 miles N. of Ts'ao-Li in Chihli, 13 miles westwards to Ping-shing-hai.
Kao-p'ing-Hsiao-Hsing	—	261	—	Light branch railway to Imperial Tientsin.
Hsiao-Hsing-Haijien	—	135	Ching-chang	Chinese capital and Engineers.
Peking-Hsiao-Ching-hai	—	146	—	Branch line to Tsao-Li.
Haijien-Sui-ping-hai	—	307	P'ing-shing	Construction begun. Connects with Tsao-Li via Ts'ao-Li Fu (118 m. S. of Peking) and Kungshing Tsing Hsi (30 m. S. of Peking). It is hoped to extend this line eventually to P'ao-han (100 m. S. of Peking) possibly to connect with Trans-Siberian Railway.
Tsao-Li-Ching-han-shan	—	96	Tsao-shing	To be extended to Mukden by Peking Engineers. British Engineer still employed. Connects with Ching-han line at Han-shan-hai.
Canton-Hankow	—	710	Yueh-han	Chinese capital, Chinese and Foreign Engineers. Kung-shing Canton open from Canton to Ying-t'ao Hsiao (10 m.). Work begun in Hankow section at Ching-shan. Work not started in Hu-wei section. Will connect with P'ing-t'ing line at Ching-shan.
Chieh-shan-Ping-hsing-Hsiao Canton-Samshui (Shan-shui)	—	61	Ping-t'ing	To be extended to Yueh-han (77 m.).
Kung-shing (Kung-yi-Hsiao-shing Hsiao-Samshui (Shan-shui-hai))	—	62	Sam-shui	Duplex line between Tsamshui (Fook-shan).
Yueh-shan-Hsiao-shing	—	80	Hsiao-shing or Ning-shing	Open to within 2 miles N. of Hsiao-shing. To be extended from Kung-yi westwards to Hsiao-shing (30 m.). The line is being extended from back of Mukden and eastwards via Hsiao-Hsiao Hsiao (113 m.) to Kungshing (Ching-shing) 80 m.
Sze-tow-Ch'iao-shing Fu	—	31	Ch'iao-shing	Construction undertaken by Chinese, notwithstanding opposition by employers of British-owned Chinese Engineers. Line from Sze-tow to Hsiao-shing (Shan-shui) 100 m. S. of capital is to be surveyed from Sze-tow.
Shanghai-Hang-chow Fu-Hing Fu	—	363	Ho-hang-yung	Hang-chow Hsiao-shing (but not in good working order. Construction not begun or resumed).
Ts'ao-shing-Ts'ao-shing-chang	—	38	—	From the coal mines 7 miles N. of Yi Hsiao to the Great Canal (Shan-shui).
Kuan-shing-Ts'ao-shing-Kim	—	—	—	Construction commenced. To be extended eventually to Hang-shing. 50 m. S. of capital is to be surveyed from Sze-tow.
Kiang-shing-Hsiao-shing Fu	—	82	Ch'iao-shan	N. section of Kiang-shing Railway. Japanese Engineers. 18 m. S. of line lost.
Wu-hsiao-Hsiao-shing Fu	—	110	Wu-hsing	Construction begun from Wu-hsiao, but now arrested for want of funds.
Amoy-Chang-shing Fu	—	85	—	Embarkment started.
Hsi-shing Fu-Ching-chang p'ao	—	130	Ching-shing	Line lost at 8 miles west of Ching-chang p'ao.
Proposed.				
Hankow-Ching-shing Fu	—	87	Ch'iao-han	Preliminary surveys completed. Capital probably raised for construction. To be extended eventually to Sze-tow, passing to reach capital directly by the inland Ching-shing section, where was originally intended to branch. The line is now being laid southwards from Hankow.
Hsiao-shing Fu-Ts'ao-shing	—	80	—	In progress or proposed.
Chin-shing Fu-Ts'ao-shing Fu-Ts'ao-shing	—	357	—	Construction was proceeding for construction of line to British consulates with Amoyan capital. May be extended to Ts'ao-Li.
Yi Hsiao-Tsing-shing	—	180	—	To be constructed by Chinese (possibly under the supervision of Trans-Siberian Railway Company). Will connect with Shing-shing Railway at Peking. It is proposed to extend to Sze-tow.

BRITISH

Open to traffic & under construction				British capital and Engineers. Control (originally Anglo-Indo) now vested by mutual agreement in hands of Chinese Government for 40 years (line Shanghai to Szechow Fu (Idem). Probably a branch line will be constructed from Wuhan Hsien to Kiangsu (22 m.).
Shanghai - Hankow	-	6 5/8	183	Manning
Shanghai - Wusung	-	-	10	Sungku
Tientsin - Ching-miao	-	-	6	-
Pu-wang-chai - Jiao-mai	-	-	-	-
London - Kowloon	-	-	10	Chiu-chiang
Likoon - Pu-k'u	-	-	250	Chun-shih (5 Section)

Projected

Shanghai - Tientsin	-	2 1/2	135	Tien-mien
Pu-k'u - Hsin-yang Chou	-	2 3/8	537	-

Under discussion. Preliminary survey completed. Mature traffic may be desired.

Under discussion. Will probably connect with Tientsin.

JAPANESE.

[illegible]

RUSSIAN.

Open to traffic.			
K'uan-ch'eng-trü-Harbin, &c.	5	1077	Tung-ching
Includes lines E. & W. to Russian Frontier. The Chinese Eastern Railway from K'uan-ch'eng-trü to Harbin is 148 miles long.			

BELGIAN.

Open to traffic.

K'ai-feng Fu-Ho-nan Fu	115	Pien-lo	Compagnie générale des Chemins de fer et Tramways de Chine. Connects with Ching-han line at Ching Chou. Redeemable by China in 1914. Extension to Hsi-an Fu
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GERMAN.

Open to traffic / under construction.				
Tangxun-Chizhen Fu	-	6 3/4"	245 Chiao-chi	Shantung Railway Company.
Ch'ing-shan-P'ichan Hsien	-	"	24	Single line with earthwork to accommodate double line.
Tsentsin-Likao-yi	-	"	261 Chiu-shia (N. Section)	N. Section of Tsentsin-Pukou Railway. Open to T'ao Chou (140 m.). Construction starts running to 82 m. S. of Ch'ien Fu. Will connect with Shuang-shan Railway at Ch'ien Fu.
Han-chuang-Yi Hsien	-	"	18 "	Branch line from Han-chuang on the Grand Canal (S. Shan- tung).

FRENCH.

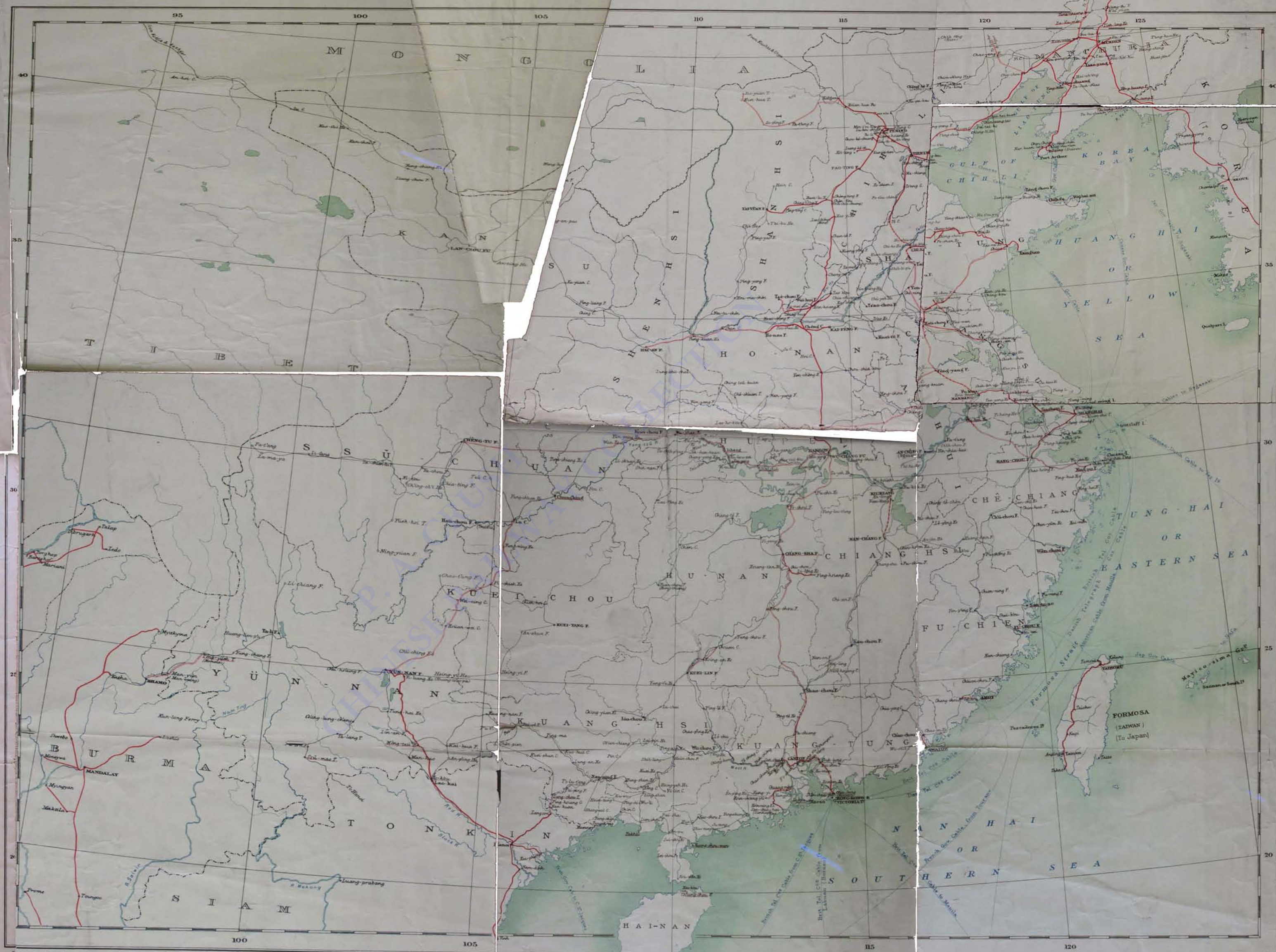
Open to traffic & under construction.				
Shih-chia-shuang-Tai-yuan Fu	metre	151	Chang-t'ai	Purchased by French Syndicate from Russo-Chinese Bank. Redesigned by China in 1913. Connects with Ching-shan line at Shih-chia-shuang (Chien-t'au).
Lao-kai-Yün-can Fu	"	291	Tien-yueh	Opened 1st April, 1915. May eventually be extended to the Yang-tze at Lu Chou.
Projected.				
Lang-shan-Lung-chou T'ing	"	46		Extension of Han-shi-Lang-shan line.

Place-names are spelt on the map according to the "Wade" system of transliteration.

For postal and telegraphic purposes, the spelling of place-names adopted by the Imperial Postal Service of China, as published in the Postal Guide, should invariably be followed and, where possible, the Chinese characters should be given.

SHEWING

RAILWAYS, TELEGRAPHS & TREATY PORTS



G. G. S. N° 2362

REFERENCE

F = Fu.	C = Chou.	T = Tung.	M = Meien
Capitals of Provinces and important commercial centres			CANTON
Railways open to traffic			
- under construction			
- projected			
Telegraphs			
Open ports underlined in red			<u>Swatow</u>

Note.—All names in Telegraph lines are Telegraph Stations.
 Telegrams along all railways.

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UNITED STATES DEPT OF COMMERCE
BUREAU OF FOREIGN & DOMESTIC COMMERCE
RAILWAY MAP OF CHINA
PEKING, OCT. 1918 PAUL P. WHITHAM
CONSULTING ENGINEER
TRADE COMMISSIONER
MAP 42

vers Ouroumsai
et à Tachkent

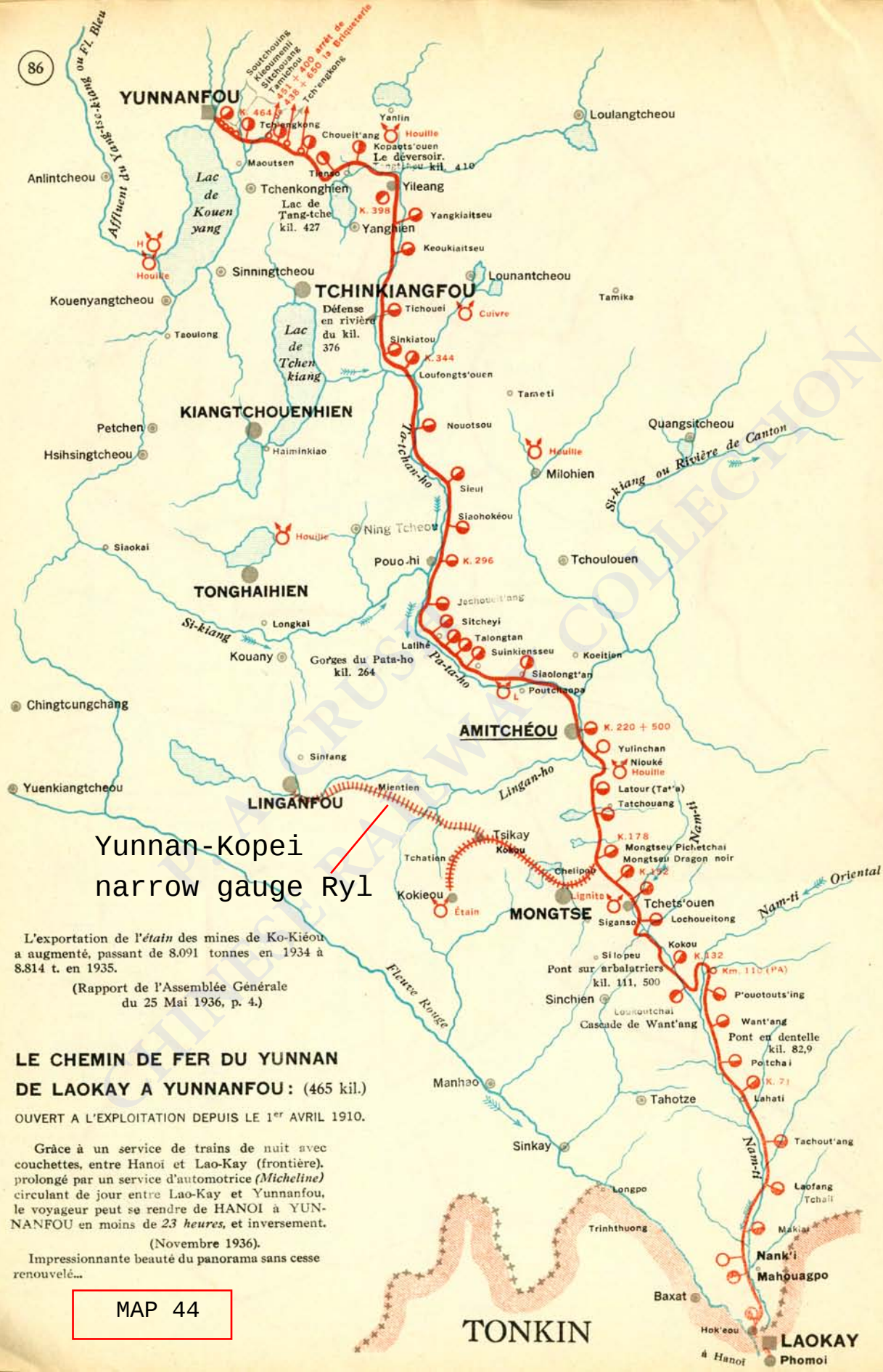
Map of the East China Sea (Mer de Chine Orientale) showing the coast of China and the location of the Yellow Sea (Mer Jaune) to the west.

MAP 43

中 國 鐵 路

La ligne Péping - Hangkéou - Canton est
1000 Km, comme l'épine dorsale
Nord-Sud qui soutient 背脊梁
tout le réseau chinois.





L'exportation de l'étain des mines de Ko-Kiéou a augmenté, passant de 8.091 tonnes en 1934 à 8.814 t. en 1935.

(Rapport de l'Assemblée Générale du 25 Mai 1936, p. 4.)

LE CHEMIN DE FER DU YUNNAN DE LAOKAY A YUNNANFOU: (465 kil.)

OUVERT A L'EXPLOITATION DEPUIS LE 1^{er} AVRIL 1910.

Grâce à un service de trains de nuit avec couchettes, entre Hanoi et Lao-Kay (frontière), prolongé par un service d'automotrice (*Micheline*) circulant de jour entre Lao-Kay et Yunnanfou, le voyageur peut se rendre de HANOI à YUNNANFOU en moins de 23 heures, et inversement.

(Novembre 1936).

Impressionnante beauté du panorama sans cesse renouvelé...

HOKANG (HEGANG) RAILWAY
a.k.a. Haolihkiang Railway.

鶴崗鐵路

MAP 45

